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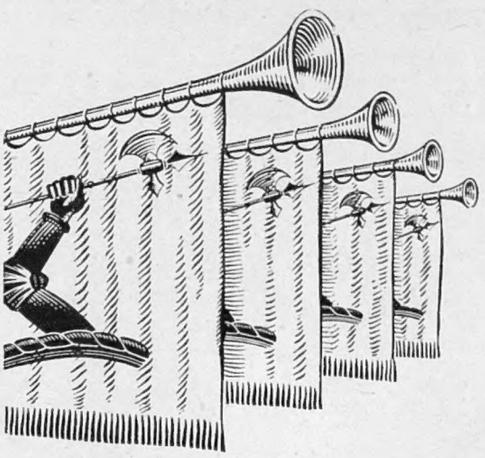

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Volume CXCVIII No. 2586 The SPHERE, London, August 27, 1949

THE SPHERE
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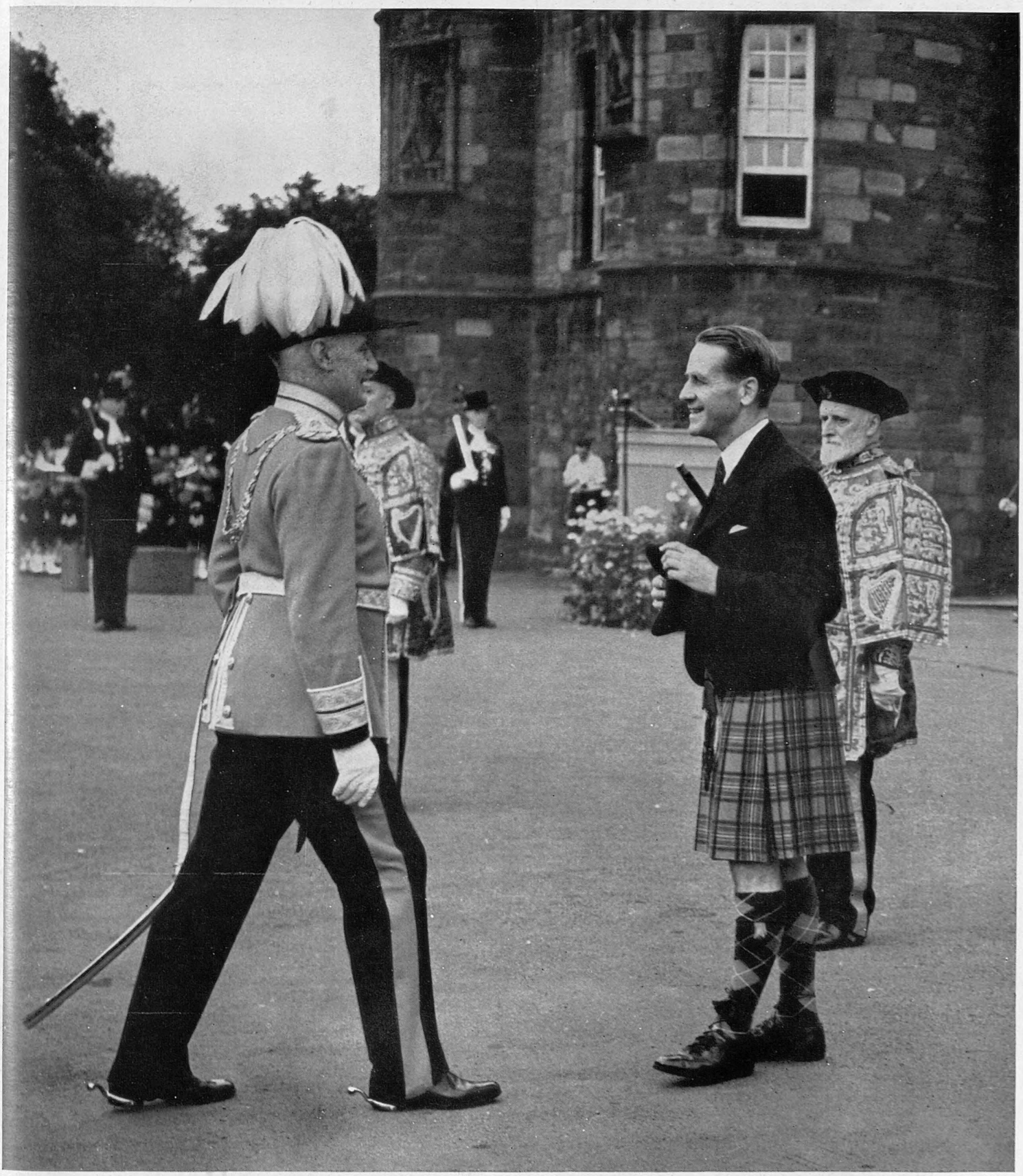

THE OPENING OF THE EDINBURGH FESTIVAL—THE LORD PROVOST OF EDINBURGH, SIR ANDREW MURRAY (LEFT), ADVANCING TO MEET THE DUKE OF HAMILTON, HEREDITARY KEEPER OF HOLYROOD, IN THE COURTYARD OF THE PALACE: As the representative of the King, the Duke of Hamilton then received the Chief Magistrates of foreign cities honouring the International Festival of Music and Drama. (See pages 305-08, "Edinburgh, the Festival City")

Edinburgh's Third International Festival of Music and Drama opened last Sunday with an inaugural service at St. Giles' Cathedral, and this year there was a further ceremony in the forecourt of the Palace of Holyroodhouse, where the Duke of Hamilton, representing the King, received the Chief Magistrates of a dozen European cities, from Lisbon and Athens, Oslo and Reykjavik, Paris and Hamburg, and even from far-distant Dunedin, in the South Island of New Zealand. After each Mayor had spoken, the National Anthem of his country was played, save for Hamburg's Mayor, who was acclaimed with the March from the Third Act of *Die Meistersinger*. The Mayor of Athens brought with him his daughter, who presented to Edinburgh's Lord Provost a Grecian urn containing earth from the Acropolis, a symbolic gift to "the Athens of the North." One of the largest crowds ever assembled along the Royal Mile watched the procession to Holyroodhouse.

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PERSONALITIES OF THE WEEK

King Abdullah's State Visit.—The ruler of the Jordan now the guest of the Government, with an official programme lasting over ten days, has been fêted in this country as never before. On Friday of last week King Abdullah went down to Portsmouth, where he flew his flag in two warships, H.M.S. *Victory*, Portsmouth Command, and the 23,000-ton carrier *Implacable*, of the Home Fleet. He was received by Admiral of the Fleet Sir Algernon Willis, and a salute was fired from H.M.S. *Implacable*. This week it was arranged that the Royal visitor should see the School of Infantry at Warmin ster; he was due to dine with Mr. Bevin, to engage in talks with Foreign Office officials; and this week-end to lunch with the King and Queen at Balmoral. King Abdullah's meeting in London with his young relative the King of Irak (like his father, the late King Ghazi, a Harrow schoolboy), was a reminder of the vital links which Britain has established with the Hashemite rulers of the Middle East and maintained since Lawrence of Arabia first bestrode that part of the world and through all the successive crises associated with the establishment of Jewish sovereignty on the Mediterranean's eastern shores.

MEETING OF THE KINGS: King Abdullah of Jordan (centre), clad in the traditional garb of an Arab ruler, with the fourteen-year-old King Feisal of Iraq, dressed as any other Harrow schoolboy on holiday, and the Amir Abdul Illah (right), Regent of Irak, at a London hotel. They met at a reception honouring King Abdullah's arrival in England. King George VI was represented by the Earl of Clarendon

A Syrian Attaturk ?—Neighbouring Arab rulers, particularly the Hashemites, against whom he had fought as a Turkish officer at Medina during the campaign of the late T. E. Lawrence and King Feisal, had no cause to regard Marshal Husni Zaim, the President of Syria who seized power only a few months ago, other than with suspicion. Zaim, who was last week brought before a tribunal of high-ranking military officers and shot, had not only lost the confidence of the Syrian Army, but it was evident that he had seriously displeased certain powerful interests. He had enlarged and re-equipped the Syrian Army, but the process had been accompanied by a host of dismissals, while heavy taxation and projected land reforms were obviously factors alienating the commercial and land-owning classes. Zaim, who was fifty-two at the time of his death, was born at Aleppo and trained as a cadet in the Turkish Army. During the First World War he served under Fahkri Pasha, and it was then that he met the Arab forces of Feisal and Lawrence. In 1920, with the French occupation of Syria, Zaim transferred to the French service. He commanded a Vichy brigade against the Allies in the Syria campaign of 1941. After a period of imprisonment the future President was appointed Inspector-General of Police in the Syrian Republic and he became Chief of Staff to the Syrian Army in 1948. It was on March 30 this year that Zaim staged a *coup d'état* which succeeded without bloodshed. The would-be Attaturk's reign of less than six months has now ended violently, and at a time when he had won formidable backing, having signed the agreement with the Arabian-American Oil Company for the passage of the tapline through Syria. To his supporters in Cairo his death also comes as a severe blow.

GENERAL ABDULLAH AFTI: One of the leaders of the Syrian coup d'état

COLONEL SANIMI EL HINNAWI: He shot his way into the President's home in Damascus and then sat as President of a Higher War Council which tried Zaim and condemned him to execution

FORMING A SYRIAN COALITION: Hashem Attasi Pasha, President of the Syrian Republic in 1936, last week accepted the task of forming a new Government

Dr. Adenauer and the New Germany.—Dr. Konrad Adenauer, Lord Mayor of Cologne from the First World War to the advent of Hitler led to victory the Christian Democrats and the Free Democrats, the two Right of Centre parties, in the recent German elections, and thereby became the most dominant figure in West German politics. Throughout last week-end Dr. Adenauer was engaged in forming an administration, and it seemed certain that in creating his anti-Left Coalition he would be forced to rely on some embarrassing associates, such as the sabre-rattling German Right Party and the German Party, who between them won twenty-two seats. It was thought that he might be able to dispense with the Party of Economic Reconstruction, the inflammatory and rather hysterial Bavarian movement headed by Herr Loritz. Dr. Adenauer has been described as a typical Rhinelander of the old school, a man of genuine culture and great personal integrity, and his persistent refusal to accept Nazism is well-remembered. He is, however, no particular friend of Britain, and few will be prepared at a moment's notice to accept his theory that the nationalistic tendencies of some of his more Right-wing adherents will fade out before the stronger democratic forces with which they may be associated.

GENERAL LAWTON COLLINS IS SWORN IN AS CHIEF OF STAFF OF THE U.S. ARMY: On the left is Mrs. Collins. General Collins led the St. Lo advance in 1944

THE MAN WHO LEADS THE VICTORIOUS GERMAN CHRISTIAN DEMOCRATIC PARTY: Dr. Adenauer, who summoned party leaders to his home last week-end with a view to forming a Coalition

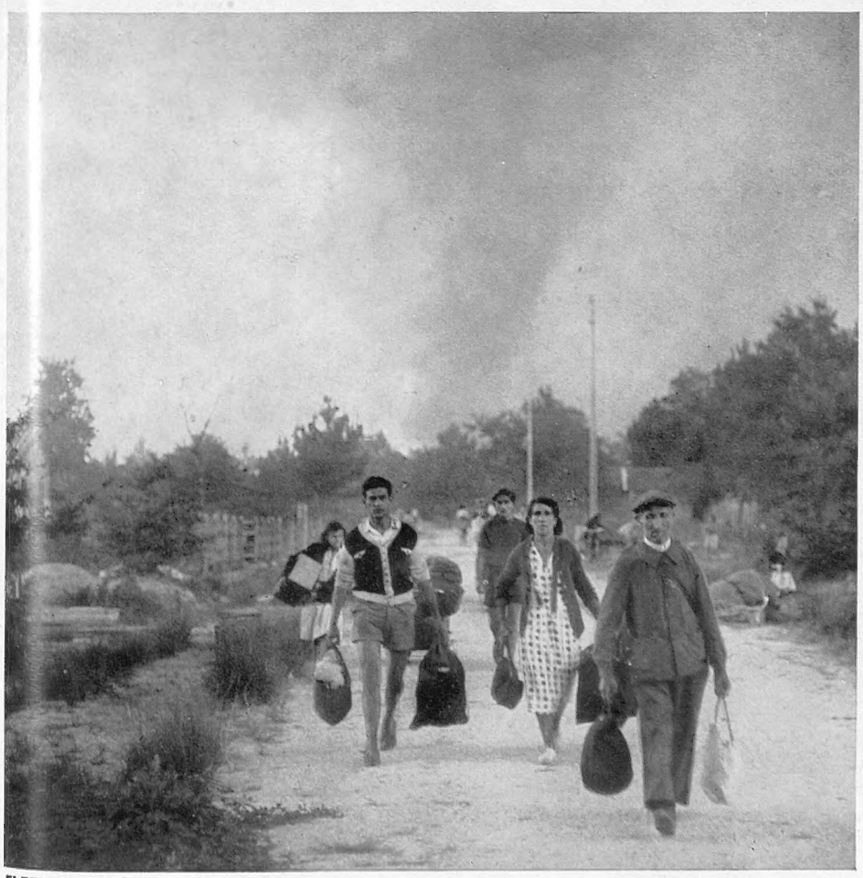
"The Old Stager" is on holiday. "A London Newsletter" will be resumed in THE SPHERE *of September* 3.

SOLDIERS AND CIVILIANS FIGHT THE BLAZE IN THE DEPTHS OF THE PINE FORESTS SOUTH OF BORDEAUX: Thousands of troops and every man and boy who could be found for the task helped to combat the great fires which developed last week in the Girondes and Landes Departments and in other areas of South-Western France. The most disastrous of the fires was just below Bordeaux and caused sixty deaths, of which forty were civilian and twenty officers and other ranks of the Army brought in to deal with the situation. Last Monday flames were still advancing on Bordeaux on a 30-mile front

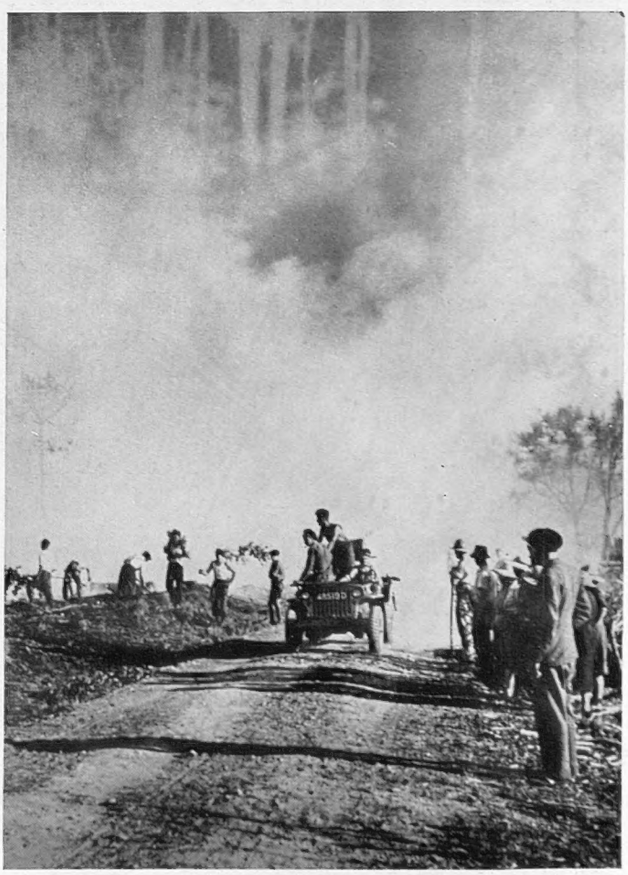
THE FURY OF THE FOREST FIRES IN FRANCE

Many Die as the Conflagration Sweeps Across the Area South of Bordeaux

The largest of the fires in South-Western France started in the village of Saucats, fifteen miles south of Bordeaux, and burned for forty-eight hours. Fanned by the wind it swept west and north, racing through the dry pine forests and encircling villages and hamlets. At one period traffic was brought to a halt on the railway line between Bordeaux and Hendaye, and also on the main road. Bordeaux was covered in dense smoke by the conflagration, and electric lights had to be turned on in shops and buildings. (Further pictures from the fire-stricken Landes will be found on page 300 of this issue).



FLEEING FROM THE FURY OF THE FIRES: French farming folk, forced to evacuate their homes in face of the advancing flames, trudging along a road with their few belongings in the stricken area just south of Bordeaux. In all 200,000 acres of land have been involved



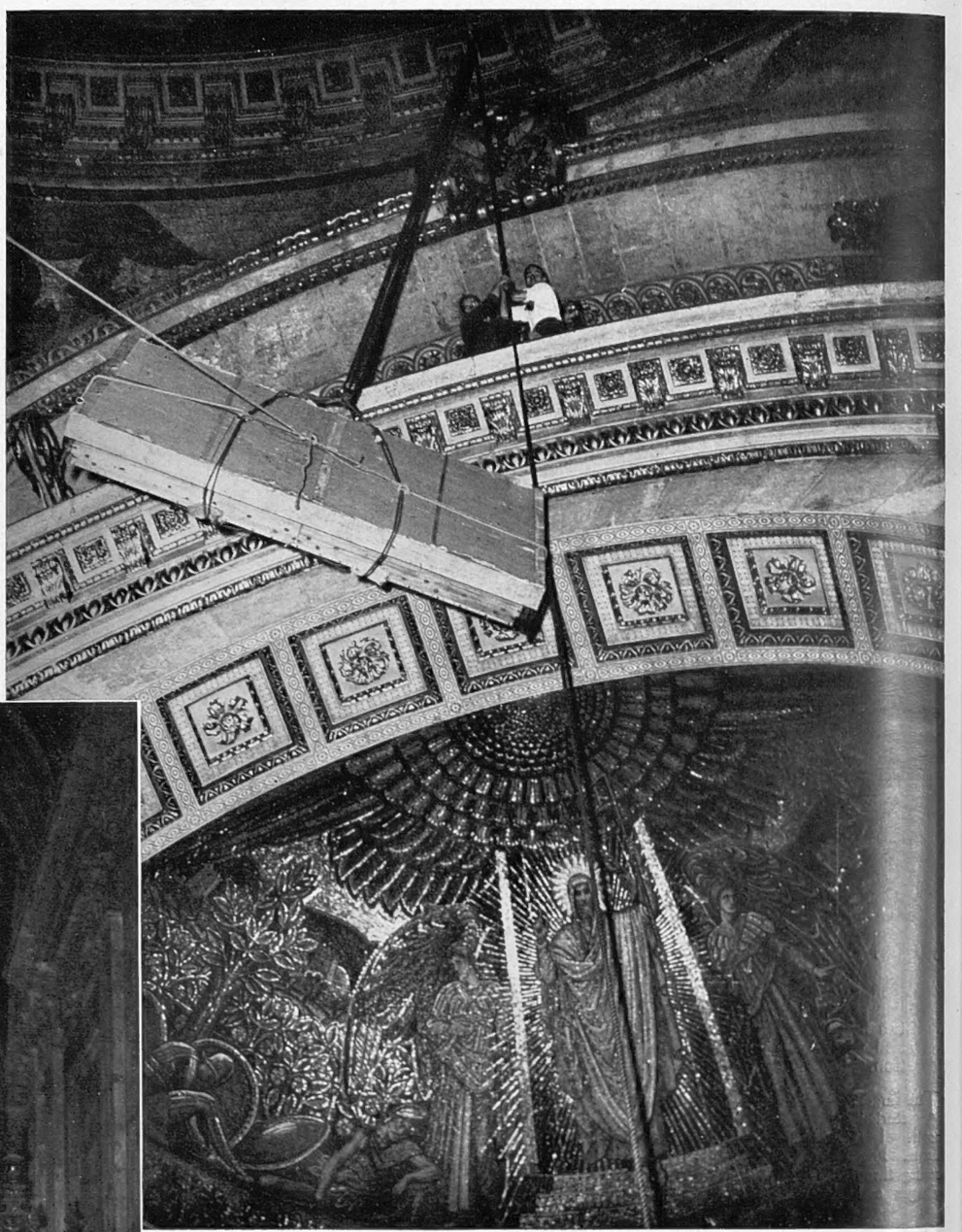
A JEEP LOADED WITH FIRE-FIGHTING EQUIPMENT PLAYS ITS PART IN THE BATTLE: Troops bringing up lengths of hose to help the civilians in their task. Thousands of troops have taken part, and have used military spotting planes in order to provide minute-to-minute warning of the changes in the direction of the fire

ADDING 915 PIPES TO THE GREAT ORGAN OF ST. PAUL'S

The Largest Addition for Twenty Years

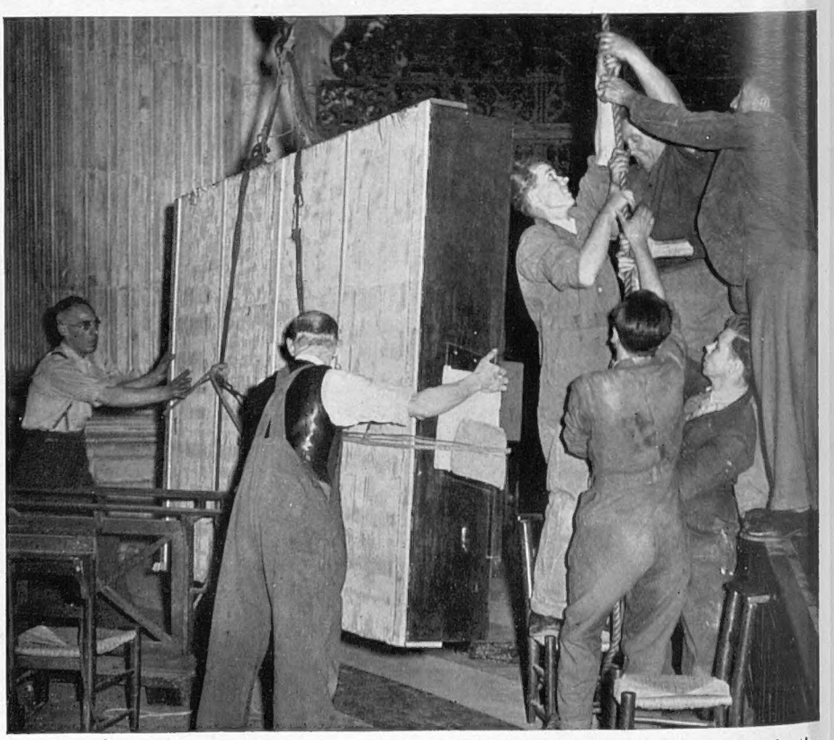
Typical of the church organ is its broad diapason tone, and the whole of the instrument's tonal build-up is based on a chorus of diapasons in various pitches. Other tonal qualities in the organ are subservient to this glorious sound. The diapason chorus at St. Paul's has never been really satisfactory, but it is expected that the addition of 915 pipes will make a vast improvement. Mr. Henry Willis, fourth descendant of the founder of the firm which built the original organ, is in charge of the present work at St. Paul's. He says it will lend grandeur to the services and improve the general balance of the instrument.

The diapason chorus is being constructed underneath the Whispering Gallery, and the men engaged on the task of assembly have had some strenuous days hauling heavy equipment with the aid of block and tackle. Getting the 8-cwt. sound-board to the gallery was particularly exacting.



AN 8-CWT. SOUND-BOARD IS HAULED TO THE GALLERY OF ST. PAUL'S : With ropes operating from a pulley below the dome the pipes and other equipment are brought into position. About 915 pipes are being installed for the diapason chorus of the Cathedral's great organ. Additions and small improvements are continually being made to the organ, but this is the largest addition made in the past twenty years

THE LARGEST OF THE NEW PIPES IS HOISTED INTO POSITION : This is 16 ft. long and 1 ft. in diameter. The smallest pipe is only three-quarters of an inch in diameter. In all, the organ of St. Paul's has 4,500 pipes, some of which are 150 years old

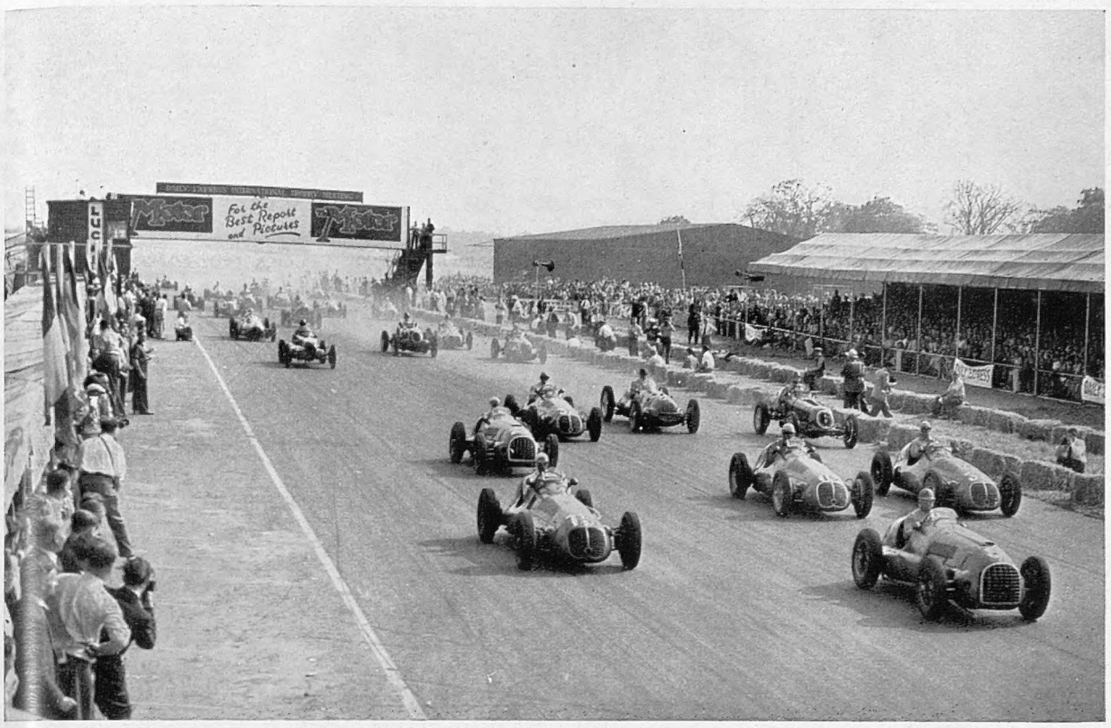


PREPARING FOR THE BIG HAUL : Men about to lift the 8-cwt. sound-board towards the gallery of St. Paul's. The work is supervised by Mr. Henry Willis, Jnr. He is a member of a family which has had the task of tending the St. Paul's organ since 1878

A DAY OF SPEED

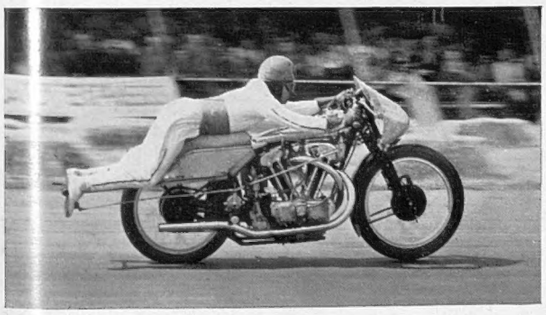
The International Trophy Race Meeting at Silverstone, Northants

The International Trophy Race Meeting on the Silverstone Circuit, Northants, proved a great holiday attraction, with family parties making up the majority of the crowd of 100,000. Apart from the thrills of the racing, visitors saw John Cobb's 400-mile-an-hour racer make a circuit of the track, also Lieut.-Colonel Goldie Gardner in his light-car record-breaker, and Bob Berry doing his prone riding act on his high-speed Brough Superior. The Silverstone crowd had in fact a non-stop spectacle of speed and thrills. The duel between the Italians in the International Trophy Race provided a magnificent spectacle, but perhaps greatest applause went to the competitors in the Production Car Race, who circled Silverstone at speeds only a few m.p.h. below that of the Grand Prix drivers. It was a highly successful meeting, and one that has vastly widened the popularity of the sport of motor racing.

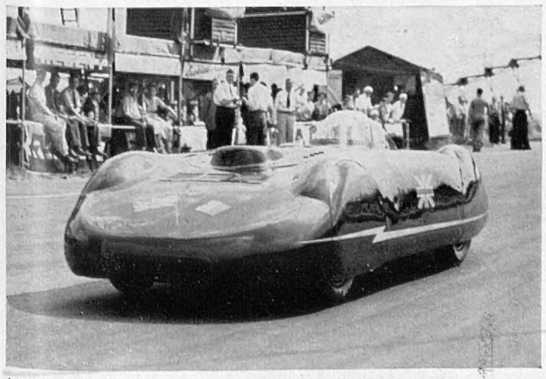


THE FINAL OF THE INTERNATIONAL TROPHY RACE: The field getting away on the first circuit with Ascari, of Italy, driving a Ferrari, already in front. Ascari did the thirty laps at an average of 89·58 m.p.h., beating Farina in a Maserati by just over two seconds. The death of St. John ("Jock") Horsfall in this race was a tragedy for British driving

ASCARI AND FARINA LEADING THE FIELD: The two Italians fighting their grim duel. If Farina (right) had not lost ten seconds when misjudging Stowe corner he would probably have won the race. It was Ascari's task to make the pace with a view to making Farina "blow up," and thus leaving the field clear for Villaresi. As it happened, Ascari was seldom headed throughout the race



BOB BERRY DEMONSTRATES HIS "FLAT-OUT" SYSTEM: The British motor-cyclist lying prone on his machine when circling the Silverstone track. With his Brough Superior he plans to break the motor-cycle speed record held by Henne, of Germany



LIEUT.-COLONEL GOLDIE GARDNER IN HIS GRACEFUL STREAM-LINED RACER: The celebrated driver demonstrating his car, which holds fifteen small-car records. Also on show was John Cobb's racer, Pegasus, which also circled the track for the benefit of the spectators

THE DRIVERS SPRINT FOR THEIR CARS AT THE START OF THE INTERNATIONAL PRODUCTION CAR RACE AT SILVERSTONE: Although not designed to be the major event on the programme, this race was one of the highlights of the day of speed at Silverstone, and a crowd of 100,000 had the opportunity of seeing the latest sports cars in action against each other. L. Johnson won the race in a Jaguar, averaging 82·80 m.p.h.

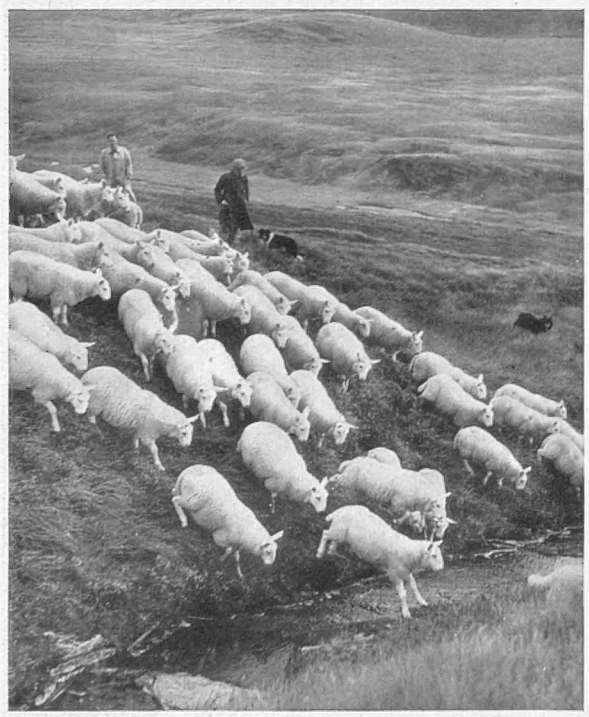
THE FINISHING FLAG IS RAISED FOR JOHNSON AS HIS JAGUAR APPROACHES THE LINE IN THE PRODUCTION CAR RACE: As was expected, the new 3½-litre Jaguars set a cracking pace, with Bira and Johnson alternating in the lead until Bira crashed into the straw bales at Woodcote Corner. On the whole the production cars showed remarkable reliability in this event

A COMBINE WORKING IN THE FIELDS OF KENT: It is the use of this modern equipment which has in a measure accounted for the speed of the 1949 harvest which has gone more smoothly than any since 1921. The combine cuts and threshes, pushing out the straw behind it, sometimes loose and sometimes in the form of bales. By its extensive use the combine has led to a glut of grain on the market

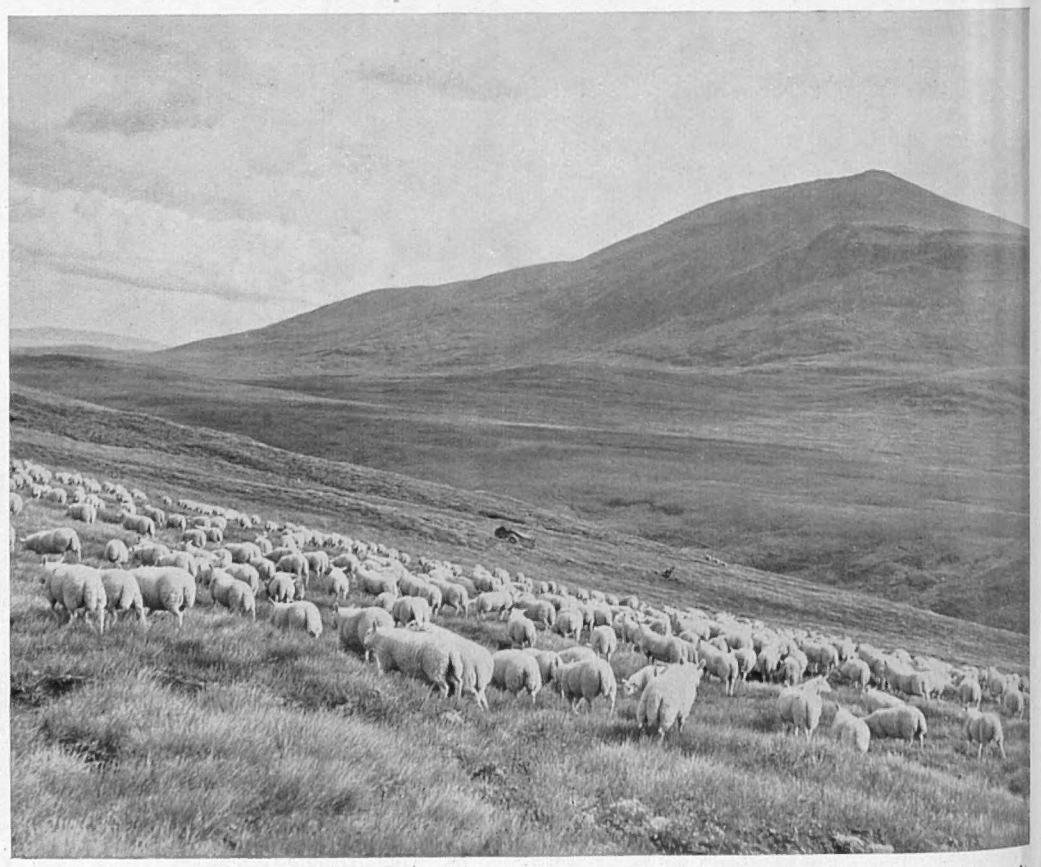
ENGLAND'S HIGH-SPEED HARVEST

The Rich Yield of Barley, Oats, and Wheat is Swiftly Garnered

Seldom in living memory have both the hay and the grain harvests gone so smoothly and so swiftly as this year, and not since 1921, indeed, when the weather was continuously fine, have similar conditions prevailed. All over East Anglia and the South of England the harvest went ahead almost without interruption in the first three weeks of August. Many farms were able to "cut and carry" without placing the grain in "shocks," thus saving precious time and conserving limited labour. All over the vast plains of East Anglia combine harvesters were at work; but some farmers were glad that they stuck to the old methods and put their grain in stacks, there to remain until next February when the malting barleys, at any rate, are likely to fetch a higher price. Those who used combines certainly cleared their fields swiftly and economically, the dry weather often enabling them to start early in the day; but those who used these methods were confronted with a shortage of sacks, and also with the fact that the maltsters were full up. It is thought possible that the increasing use of combines may cause the Ministry of Agriculture to embark on a programme of grain store construction at strategic points in the countryside.



SIX DAYS ON THE MOUNTAIN TRAIL: Motorists can cover the 45 miles from Tongue to Lairg in Sutherlandshire in just over an hour, but it takes six days for two shepherds "driving" their flock of 600 sheep over that distance, bound for the annual sales at Lairg. The shepherds are thirty-six-year-old George Campbell (this year making the trip for the twentieth time) and his thirty-two-year-old assistant, Danny Mackay. The sheepdog Garry, now aged nine, has accompanied them for the past eight years. They come from the Ribigill Farm, near Tongue, and it is a tribute to their uncanny sense of direction that their long journey is carried out without a hitch



BOUND FOR THE ANNUAL SALES AT LAIRG: A flock ambling along the mountainside below the summit of Ben Kilbreck (3,164 ft.), one of the principal landmarks on the six-day journey from Tongue to Lairg in the wilds of Sutherlandshire. The flock travels at the rate of 8 miles per day

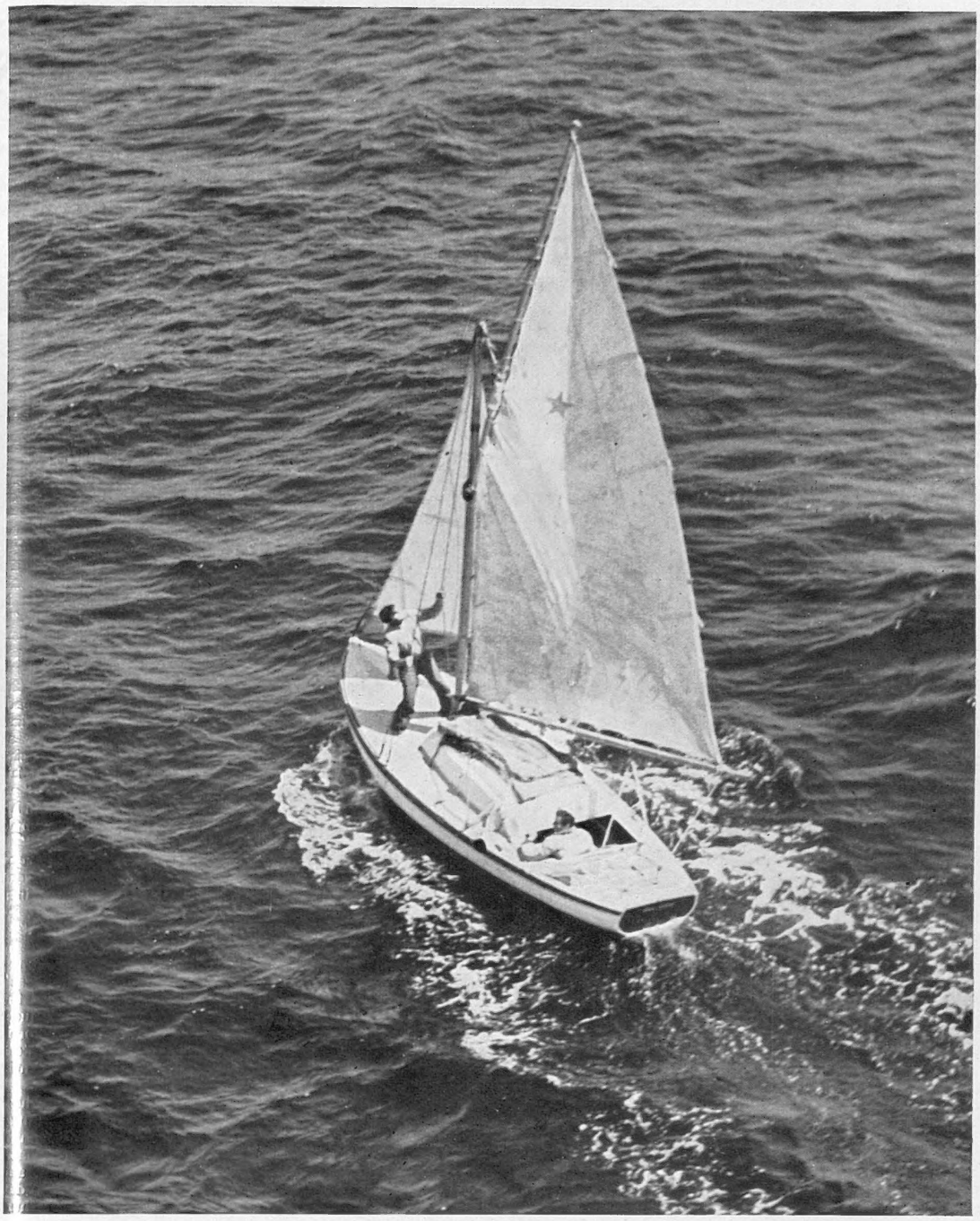
Two Men in a Boat

THE SMITHS CROSS THE ATLANTIC

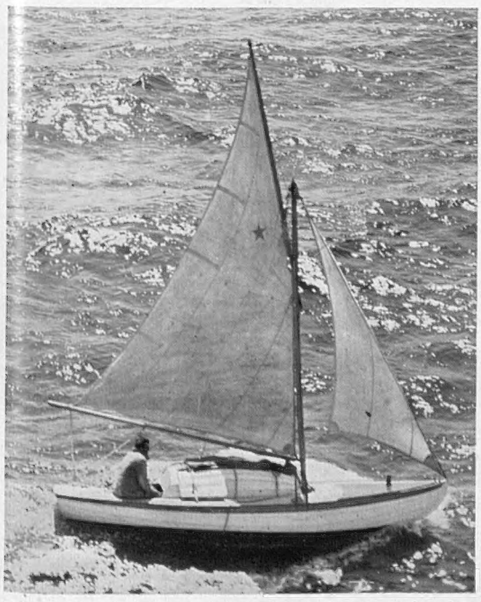
In a 20-ft. Cutter

Edward Allcard, a London naval architect, recently made fast at a pier in the Bronx after a single-handed crossing of the Atlantic in his 29-ft. yawl in eighty-one days, his starting-point being Gibraltar. While he was completing his crossing, Colin and Stanley Smith, sons of the coxswain of Yarmouth lifeboat, Isle of Wight, were ploughing their lonely furrow across the Western Ocean from Halifax, Nova Scotia, to Dartmouth, England. Their boat was a 20-ft. Bermuda-rigged cutter with an open cockpit covered with a dinghy to provide cabin space. Both adventures were in the best British tradition of the sea. The Smiths declared that the *Nova Espero* behaved splendidly throughout. When they reached the Eddystone there was a great moment for them when their father and mother came out by boat to greet them

BOWLING ALONG THE CORNISH COAST: *Nova Espero* on the last stages of her great voyage across the Western Ocean, which ended in a civic reception at Dartmouth



THE "NOVA ESPERO" NEARS THE END OF HER VOYAGE: The 20-ft. cutter seen from the air as Stanley Smith and his brother Colin, sons of the coxswain of Yarmouth lifeboat, Isle of Wight, approached Dartmouth, forty-three days out from Halifax, Nova Scotia. The cutter made good headway up the Channel



JOURNEY'S END AFTER A 3,000-MILE VOYAGE ACROSS THE WESTERN OCEAN: *Left*—The cutter seen against the background of a sparkling sea. *Right*—Stanley and Colin Smith in their small craft as they arrived at Dartmouth Jetty, there to receive a civic welcome. This picture shows how the dinghy was secured over the open well of their boat, thus giving them cabin space and a much needed protection from wind and wave. A canvas sheet covered the entrance to this cabin. Stores, including two 14-gallon water-tanks, were carried in the bows part of the boat

THE GENERAL WHO DOES NOT WANT TO GO HOME

MacArthur's Continuing Sojourn in the East

By FERDINAND TUOHY

GENERAL DOUGLAS MACARTHUR, United States Supreme Commander in the Far East, has been a long time away from home. Other commanders-in-chief have travelled home and out again, and seen something of the world, since the summer of 1945. But General MacArthur stays on in Japan.

Actually Washington hasn't seen this fabulous soldier for all of ten or eleven years—so long ago, is it, since the General last laid eyes upon his homeland. There have been times when, it seemed, MacArthur could no longer resist the tumultuous applause that Americans kept for him, the wild welcome of the ticker-tapes of New York, yet each of these occasions was suffered to pass, as if the General were waiting for a more vibrant psychological moment.

Was it surprising, then, that a Senate Committee the other day took it into its head to summon the General? It wouldn't be a bad idea to hear from his own lips what he thought of the huge arms programme spread over the world. A thirteen to twelve vote favoured recall.

But "The Magnifico" wasn't being caught as easily as that. The day before the vote was taken, he caused it to be known, in Tokyo, that "an impelling sense of duty" made his continued presence in Japan essential. And as the only person who *can* order MacArthur home, President Truman, as C.-in-C. of all the armed forces, signified that he had no intention of doing so . . . well, the General Who Doesn't Want to Go Home is not going home this time, either.

Only once has MacArthur really wanted to go home in all these years. That was last year—but only had he been nominated as Republican candidate for the Presidency. The one thing MacArthur has coveted all along, has been the White House. He has wanted to follow Washington, Andrew Jackson, Zachary Taylor, Grant and "Teddy" Roosevelt, in the line of soldier-Presidents. Alackaday for him, his form of Republicanism has fallen from favour, and when a Colonel McCormick took him up, MacArthur's chance disappeared—even of being a soldier also-ran like Scott, Fremont and Hancock.

The General collected some 15 votes in the primaries. It was a dreadful rebuff, in which his many enemies delighted. At the time, it may have caused its recipient to reconsider whether he should go home at all!

When everything has been said about MacArthur liking to get his own way with Washington, from afar, and full allowance is made for his glorying in the Pro-Consul's peak he has attained at Tokyo G.H.Q., this soldier's protracted staying-away cannot be dissociated from circumstances of his early life. His father, General Douglas MacArthur, ruled the Philippines after they were taken from the Spaniards more than fifty years ago, and there the son saw much of his early service. The MacArthur home was in the Far East.

The son was to become the beau ideal of a young American staff officer—handsome and dashing, passing his grades with ease. Pershing spotted him, took him to France in 1917, and at war's end the thirty-eight-year-old Colonel MacArthur quickly set about ascending from post to post and rank to rank in Washington and at divisional and corps headquarters. At fifty, or thereabouts, he had reached the top, Chief of Staff of the Army. Was that to be the end?

Not for MacArthur. The Philippines called. The islands had been given a form of self-government in the '30's, and, maybe foreseeing something of the role that lay ahead for them, the General elected to go to Manila as Commander-in-Chief and High Commissioner.

By Pearl Harbour, MacArthur had already been three years away from the United States. The defence of Bataan focused widespread attention on him (though Wainwright did the actual defending), and then came the flight by air from Corregidor to Melbourne, where MacArthur arrived, complete with *petite* young wife and small daughter, elongated cigarette-holder, self-designed uniform, and cap cocked jauntily like Beatty's of old.

Overnight the General became a world character, and, looking back, that was a rare thrill he imparted, that escape across thousands of miles of land and water at a moment when the war in the East had touched its nadir for the Allies.

Twenty months based on Australia, and then began the famous hopping back to the Philippines, as the General told the Filipinos he would do. Guadalcanal and other Pacific beaches saw fearful losses, but at least the General was up with his men, more than once wading ashore with them. Eye-wash? Maybe. But dangerous eye-wash all the same.

The return to the Philippines may prove to have been MacArthur's finest hour. Yet he was to live a more astounding one. What was his part in the release of the first atom bomb? It enabled him to sail into Tokyo Bay, as Supreme Allied Commander, in the true MacArthur manner. All around was utter Japanese obeisance, and he, as if raised on a cloud, almost deified.

Since when, it has been "The MacArthur Era" locally. The great man has reigned through a clique of adoring servitors. The Occupation has been conducted in the form of directives handed down by his little court of military mandarins, for whom the password is "MacA. can do no wrong." Yes, there have been democratic elections, and there is a parliament, but those directives remain the kernel of affairs.

From certain residential hilltops in Tokyo you can sometimes see Fujiyama. Now a delightful Americanism is going the rounds. There is a saying that "On a clear day you can see MacArthur."

Privileged visitors come, observe, and absorb the atmosphere on the detached heights of G.H.Q. or in the spacious Villa MacArthur overlooking the Imperial Palace, and find difficulty in making up their minds. Is it all sailing towards a terrific flop when the Great White Father goes? Or has this self-dramatising soldier managed to get under the skins of the Japanese? May it be his kind of strutting, his display of power within the velvet glove, coupled with flattery, that they really fall for?

Have they been influenced by the utter way in which "The Magnifico" has consecrated himself to Japan? There can be no mistaking that. He lives, breathes, talks, smokes nothing but Japan. His Japan. A Christianised Japan, and one democratised after the American manner. The dual process may last anything from twenty to fifty years under the Constitution which he, MacArthur, devised.

The General calls Japanese re-education "one of the great spiritual reformations of mankind." When you mention something about German re-education, the pro-MacArthur man is quick to step in with, "Yes, but there's no MacArthur in Germany and no Iron Curtain in Japan." Nevertheless, the General's eulogies have before now repelled such as the Australians, who cannot forget the bestialities of only yesterday, nor believe so sudden a change of heart to be possible.

The official viewpoint is that the Japanese were deceived by gangster types, and an explanation of the goodwill and more, proffered the Americans, is given in terms of what is called "the civilisation age." It runs like this:

"If the Anglo-Saxon and Teutonic civilisations can be said to be mature—or comparable to that of a man of forty-five years—then the Japanese would be only twelve years of age. Comparatively, twelve is an age of great flexibility and inadequate experience. It is the age that worships power."

Has General MacArthur even shot ahead of the former "Son of Heaven"? Many thought Hirohito was for the war criminals' bench. Instead, MacArthur's way from the first was to treat the Emperor as more sinned against than sinning. He has not altered his description of Hirohito as "an honest gentleman who loves his family and sets a good example in all things for his people."

Considering his direct descent, the Emperor is seen rather ludicrously around in a battered maroon Cadillac, as he makes democratic contact with his people. When he went to Nagasaki this summer, he received a terrific "Banzai" welcome, yet Japanese in the throng were seen to cast queer sidelong glances at the comic little figure in ill-fitting Western clothes, and waving a misshapen felt hat.

Miss Lucy Crockett, whose *Popcorn on the Ginza* (Gollancz) is the fruit of eighteen months in Japan, refers to "the frightened brown face, with its horn-rimmed glasses, receding chin, and absurd moustache," and goes on: "Japan to-day has two royal families—with the MacArthurs perhaps having an edge in news value over Hirohito. Indeed, MacArthur is even more removed from human contact with mere man than the formerly 'divine' emperor."

Some of his most ardent admirers admit that General MacArthur is a "big man with small weaknesses." They admit that he is given at times to melodrama and arrogance. Yet they argue that he is the ideal man for his present job. "Brilliant strategist and statesman" is a characterisation freely heard even from strong critics.

To the Japanese the very qualities of elegant aloofness and seeming arrogance that Americans resent appear the proper attributes of an aristocrat. And the former are deeply impressed by the great benignancy of the victorious conqueror. Warm letters are written to the General, we are told, and some of them are in blood.

What will General MacArthur do when, one day, peace is signed? Go home to the United States, or cross to his Philippines for final retirement? Whichever he does, there seems to be a fairly uniform opinion on some heads. Japanese women will never be the same as they were before the G.I.'s. The trade unions, it is abundantly clear, will never abandon rights bestowed by the General, nor will the peasants. And American forces are likely to occupy Okinawa Island, of embattled memory, and Yokosuka base, at the entrance of Tokyo Bay, for a long day into the future.

What becomes of a nation of 80,000,000, sturdy, industrious and disciplined, augmented by 6,000,000 emigrants who have been brought back home, and growing at the rate of 1,000,000 a year, is anyone's guess. Will it lean towards Russia, just a night's steaming away? Or regard Russia as the antagonist, as in the four decades from 1904 to 1945, with slight intermissions?

THE THIN END OF A COMMUNIST WEDGE: Representatives of Japanese prisoners who were recently repatriated from the Soviet Union in conference at the Repatriates Relief Board, Tokyo, where they demanded the abolition of special trains to take the returned prisoners from their ports of arrival to their destinations. They demanded, instead, a flat travel allowance for each man, and the right to carry Communist flags. It has been found that a very large proportion of the returned prisoners have been converted to Communism in Russia. Their actions on arrival have been a considerable source of embarrassment to the government

A DEPUTATION OF THANKS: Lieut.-Colonel James B. Evans, of General MacArthur's headquarters' staff, receiving a deputation which came to Tokyo to thank the Americans for arranging the resumption of repatriation of prisoners of war from Soviet-controlled areas

THE LIGHTER SIDE OF EUROPE'S CONGRESS

The Strasbourg Delegates Pay a Visit to the Colmar Wine Festival: Mr. Churchill Receives the Freedom of Strasbourg

COLMAR HOLDS ITS WINE FESTIVAL PARADE: Many delegates from the Strasbourg Assembly journeyed 45 miles south to Colmar to take part in the annual celebrations. Mr. William Whiteley, Chief Socialist Whip in the House of Commons, Mr. De Valera, Mr. Rasmussen and Mr. Sadak (of Turkey) were among those who made the trip to Colmar. They were officially greeted by M. Naegelen, Governor-General of Algeria

A GLASS OF RIESLING FOR MR. RASMUSSEN: The Danish Foreign Minister being offered one of the fine local vintages on his visit to the Colmar Wine Festival with other delegates from Strasbourg. The young lady who served the wine wore a magnificent Alsatian costume

A CIVIC HONOUR FOR MR. CHURCHILL: Britain's wartime leader receiving from M. Frey, the Mayor of Strasbourg, a diploma at Strasbourg City Hall making him a "Citizen of Honour." Mrs. Churchill heard M. Frey refer to her as "*une femme de soldat*," when he spoke of the virtues demanded in the wife of a great wartime leader. Mr. Churchill, replying in English, declared: "Of course, it would have been impossible for any public man to have got things done during the war years without the devoted aid of what we call in English one's 'better half.' I have always urged that France could take a leading part in the European Movement," Mr. Churchill continued. "If we stand together and work and think together in the future, as we have in the past, a great prospect will open not only for Britain and France but to all Europe. Here in Strasbourg, on the frontier, is the seed and centre from which will be developed that European society which will embody the wisdom, culture and civilisation of the great nations of Europe, and the great nations of the West"

REFRESHMENT FOR MR. DE VALERA: The former Premier of Eire holds out his glass as a young lady of Colmar pours out a local wine

IN STRASBOURG—"WORLD CITIZENS" ARE ASKED TO MOVE ON: Ruth Allenbrook (centre), follower in the path of Garry Davis, and her colleague, Mr. Koune (in background on left), being moved on by a police officer after staging a sit-down strike cum hunger strike in the cellar of a bombed building in the city of Strasbourg

MR. DE VALERA ADDRESSES THE COUNCIL OF EUROPE: He attended as a delegate representing the Opposition in the Dail and as leader of the largest party in Eire, the Fianna Fail. Mr. De Valera was one of the candidates for a Vice-Presidency of the Assembly, but received fewer votes than any other delegate

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A STRETCH OF ENGLISH COASTLINE WHICH HAS STEADILY CRUMBLED BEFORE THE TIDES: In 1920 the lifeboat slipway at Selsey stood on the water's edge. To-day it is 200 yards out at sea, and the coastline of 1949 is as depicted here. Since records began at Selsey the sea has been biting into the coastline at the rate of 5 yards a year. The weapon of the sea is a 10-knot tide. This shifts the shingle, and the shingle exposes the clay. Deprived of any protection the clay is slowly washed away. Now, under the terms of the Coast Protection Bill, Parliament hopes to save all the towns and villages of the East and South coasts which are dissolving into the sea, and local councils are to be supported by Government grants. The Bill will be one of the first measures to come before Parliament at its autumn session. Seaford, Sussex, has a defence plan involving £500,000, and councils all along the coast are now formulating their plans

CALLING A HALT TO THE SEA

Plans to Prevent Further Erosion on the South and East Coasts of Britain

THE SHRINKING COASTLINE OF SELSEY: This picture was taken in 1935 and indicates just what has happened to this part of the Sussex coast since 1914, and what would certainly happen if new sea defences were not built under the Coast Protection Act. Inhabitants of Selsey alive to-day remember a busy fishing village and a green where football was played. Those places vanished thirty years ago. Sixty years hence, if the tides went unchecked, sixty more acres of houses and villas worth £250,000 would have joined this Atlantis of the Channel

A SEA WALL IS PREPARED TO FACE THE AUTUMN GALES OF 1949: The wall, now under construction at Pett Level, Sussex, will stretch from Cliff End, Fairlight, to Dog's Hill, Winchelsea, a distance of 2½ miles. It is being made up of three slopes, the first being a gradual slope of steel and clay faced with concrete blocks and jointed with waterproof plastic. Behind this will be a 25-ft. sloping promenade, covered with 3 ins. of asphalt, and this in turn stretches back to a third slope of clay and concrete blocks

NEW AND OLD METHODS OF SEA PROTECTION ON THE SUSSEX COAST: *Left*—**Work in progress on the new sea-wall at Pett Level.** *Right*—**The system of groins which has up to now done duty on this stretch of coast and has steadily given way before the invading sea. A completed section of the new sea-wall can be seen in the background. It offers a triple defence against the tides**

THE CATHEDRAL ON STAG HILL

The Progress of Guildford Cathedral, Now Rising on a Hilltop Site Outside the Borough

In 1927 was launched the tremendous project of building a cathedral for the diocese of Guildford. In 1936 building operations actually began, and a roadway was driven up Stag Hill for the vehicles bringing materials to the Cathedral site. Work went ahead steadily until 1939, when the war intervened, and thereafter even maintenance operations were not upon an adequate scale. All further building was temporarily out of the question. Now the work goes ahead again, and it is now possible to appreciate the fine proportions of this twentieth-century shrine.

A few weeks ago a congregation of over 1,500, with a choir of 150, 70 clergy and 30 lay readers, met in the precincts of the Cathedral for the unveiling and the dedication of the memorial stone commemorating the gift of the land round the Cathedral by Viscount Bennett, former Prime Minister of Canada. The stone was unveiled by Mr. L. D. Wilgress, High Commissioner for Canada, and dedicated by the Bishop of Guildford. Lord Bennett's gift commemorates the association between the Dominion of Canada and the diocese of Guildford in two world wars.

THE CATHEDRAL ON STAG HILL : A view of the part-completed building showing the St. Ursula Porch on the south front which has lately been fitted with its bronze doors. The porchway is a gift from a citizen of Whitby in memory of his wife Ursula. The stately but incomplete Cathedral stands on Stag Hill, a spur of the Hog's Back, on the outskirts of Guildford. Construction work, which was suspended during the war, is being resumed on a small scale. Permission was given last summer for roofing the south transept. It was arranged that the concrete arches should be built on new wooden centring and shuttering in replacement of timber work which deteriorated during the war. The foundation-stone of the Cathedral was laid in 1936, and one-third had been completed when construction work was halted by the war. Now work is to go ahead on the covering to the crossing under the tower

COPPER-SHEETING A SECTION OF THE ROOF OF GUILDFORD CATHEDRAL : Men at work on the vast brick building on its hilltop site

SCAFFOLDING ROUND THE GREAT WINDOW AT THE WEST END : Above this will rise the tower which will make Guildford Cathedral a landmark for miles around. At the east end is a small rose window surmounted by a relief of the crucifixion, which constitutes a memorial to Eric Gill, the distinguished sculptor

THE NEW CATHEDRAL'S DOMINATING SITE : The land on Stag Hill on which the Cathedral is being erected was the gift to the Diocese of the late Lord Bennett of Calgary and Mickleham, the distinguished Canadian Conservative statesman between the wars

FIRE SWEEPS THE PINE FORESTS OF SOUTH-WESTERN FRANCE—THE CONFLAGRATION WHICH HAS CAUSED THE GREATEST HAVOC WITHIN LIVING MEMORY IN THE LANDES DEPARTMENT: *Left*—**Smoke billowing above a fire which eventually swept across this main highway.** *Right*—**Gutted houses in the hamlet of Le Petit, which was reduced to a series of smouldering ruins in the space of half-an-hour**

In the Departments of Landes, Gironde and Lot-et-Gironde more than 200,000 acres of forest have been destroyed as a result of fires started after long-continued drought, and fanned by high winds. In the Landes the fires got astride the main roads radiating from Mont-de-Marsan, and here and there whole hamlets were wiped out by the blaze, one being Le Petit, illustrated above. A fire at Castets, on the main road from Bordeaux to Bayonne, was so menacing that the Prefect of the Department signed a requisition order for all men in the neighbourhood aged from sixteen to sixty-five to help in fighting the flames. Throughout the second week in August reports came in of new outbreaks in the south-west.

A SURVEY OF THE FOREIGN NEWS

A Pictorial Record of Events Abroad

SHANGHAI'S SCUTTLED FISHING FLEET IS BROUGHT TO THE SURFACE: *Left*—**The fishing-vessel "Seattle" being salvaged at Point Island, and** (*right*) **sunken craft awaiting salvage in the Whangpoo. It is not clear whether these vessels were sunk by their owners to prevent their use by retreating Nationalists, or whether the Nationalists sank them to prevent them falling into Communist hands. Twenty-seven sunken fishing-vessels of modern construction belonged to the U.N.R.R.A. fleet which was given to China to aid her recovery. Even when the fleet is raised, it is doubtful if it will range far afield because of the Nationalist blockade**

THE GREEK REGULARS PREPARE FOR ACTION ON THE NORTHERN FRONT: **An infantry unit, with mules to carry its supplies into the mountains, ready to move against the Greek guerillas operating on the Albanian frontier. The Communist force on the mountainside at Vitsi was particularly roughly handled, but one-third of the defeated troops are known to have escaped into Albania**

ENTRENCHED ON THE HEIGHTS NEAR VITSI: **Greek Regulars of an infantry unit who are fighting in the mountains near the Albanian frontier. In the first ten days of their recent offensive they scored spectacular successes, but as in the past theirs may be only a pyrrhic victory, for the Communists are using the Albanian frontier in their will-o'-the-wisp tactics. Much enemy equipment has been captured, particularly on the eastern prong of the Vitsi mountain stronghold. During the battle General Papagos, the Greek Commander-in-Chief, who ordered the offensive, was lying in Athens suffering from pneumonia**

A NEW TRAFFIC ARTERY LINKING WASHINGTON D.C. WITH THE SOUTH : An overhead view of the Virginia side of the river, showing the 14th Street bridge over the Potomac. On the left is the old bridge, and on the right is a rail bridge. In the foreground can be seen the "clover leaf" which will channel traffic to Mount Vernon Highway. In the distance is the Washington monument

ANEURIN BEVAN ON HOLIDAY IN ITALY : The Minister of Health and his wife, Jennie Lee, M.P. for Cannock, feeding the pigeons in the Piazza del Duomo, outside Milan Cathedral. Mr. Bevan finished his Italian tour at Milan, and before leaving held a Press conference at the Prince of Savoy Hotel. It was a combined business and pleasure trip

WEDDING BELLS IN WESTPHALIA : General Sir Brian Robertson, British Military Governor, seen with his daughter Christine and Captain Robert Hugh Cuming, of the Royal Scots Greys, the bridegroom, after the marriage at Melle Roman Catholic Church, Westphalia. Captain Cuming, who is serving with his regiment in the British Army of the Rhine, was until a few months ago A.D.C. to General Robertson

MORE TROUBLE BREWING AT DETROIT : Ford workers lining up at Fernay and West Vernor Streets, Detroit, where they cast their ballots for and against strike action in regard to their Union's demand for higher pay, security of work, and other contract provisions. The workers voted 7 to 1 in favour of strike action should their demands not be met. It was only a few months ago that the whole Ford organisation in America was paralysed by an unofficial strike, held because of alleged speeding-up in the factories

THE NEW TRIESTE POLICE STATION—THE OPENING CEREMONY IN THE PRESENCE OF THE ALLIED MILITARY GOVERNORS : The station has been built at Duino, under the direction of the Military Government, at a cost of about 200,000 dollars. Duino is on the Italian frontier on the Gulf of Trieste, fourteen miles from the Free City. The civil police, who paraded at the opening ceremony, are to be accommodated in the new barracks, which have been designed for 250 men. The building, with its three wings, has in addition to kitchen, dormitories and dining-halls, its own hospital and radio station

FOUR NEW GENEVA CONVENTIONS ARE AGREED UPON : Sir Robert Craigie, on behalf of Great Britain, signing the final act at the diplomatic conference on the Geneva Red Cross Conventions. Fifty-seven States adhere to this final act. Fifteen of the States signed all four of the revised Conventions, but there were numerous abstentions. Sir Robert Craigie was among those who placed on record that some of the provisions were unacceptable

SUCCESS FOR THE "RIGHT WING" AS WEST GERMANY VOTES FOR ITS FIRST PARLIAMENT: Party slogans adorning a Frankfurt street during last week's elections, when the Christian Democrats emerged as the strongest party in West Germany, gaining 139 seats as compared with the Social Democrats who gained 131 seats. The size of the poll, 78·5 per cent., was a distinct surprise, and more than 23,700,000 valid votes were cast. The vote was about 6,000,000 more than recorded in the Lander elections of two years ago, and every party shared in the increased poll except the Communists

GERMANY MOVES TO THE "RIGHT"

The Election Results Indicate a Return to Nationalism

Ten parties will be represented in the Bundestag as a result of the West German elections, and although the Christian Democrat Union and Christian Social Union only just "had the edge" on the Social Democrats, other Right Wing parties make the majority over the Left considerable. The most unexpected rise was credited to the German Party and the German Right Party, which between them will have twenty-two seats and no doubt a big say in the affairs of the new State, if it is only by reason of holding a balance of power. In Bavaria Herr Loritz's Economic Reconstruction Union also scored an unexpected success. This success has been much commented upon by opponents, who say that it is symptomatic of dangerous undemocratic tendencies among a part of the electorate: 682,000 Bavarians voted for Herr Loritz's "excitable mixture of rhetoric and sensationalism," as it has been called, and 987,000 voted for the Bavarian Separatists, whose "nationalism" is no less violent for being restricted to Bavaria.

POLLING DAY IN WESTERN GERMANY: *Left*—Dr. Kolb, the Lord Mayor of Frankfurt, casting his vote at one of the city's polling stations. *Centre*—A bearded octogenarian records his vote at Frankfurt. *Right*—The mobile polling-station visits patients in a Wiesbaden hospital. Homes for the aged were also visited, and this thoroughness in no small measure contributed to the large size of the poll. Hospitals and homes for the aged, it was said, contributed largely to the poll of the German Party and the German Right, which returned seventeen and five members respectively. The result of the voting opened the way for a "Right" coalition

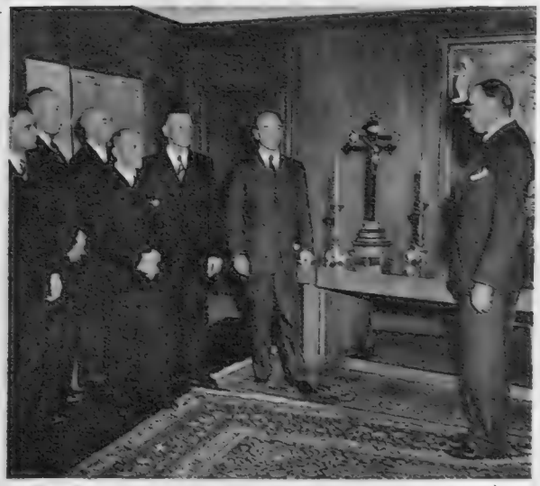
THE MUNICH RIOTS—A GERMAN POLICE CAR AFTER BEING ADORNED WITH A SWASTIKA SIGN BY JEWISH DEMONSTRATORS IS SET ON FIRE IN THE CITY: The car was set on fire because the police were attempting to bar the way as the Jewish demonstrators marched on the offices of the "Suedeutsche Zeitung." The riot was caused by an anti-semitic letter published in the paper and signed Adolf Bleibtrue (regarded as a call to "Remain True to Adolf")

ATTEMPTING TO COOL THE PASSIONS OF THE MOB: A Jewish chaplain of the United States Army, who is seen in foreground wearing uniform, mixing with the Munich rioters in an attempt to stop them marching on the offices of the newspaper "Suedeutsche Zeitung." Owing to the fact that the demonstrators had clashed with the German police and that the latter had responded with ruthlessness, the American Military Police intervened and the mob consisting of 750 or more was eventually dispersed

BONN PREPARES FOR ITS NEW ROLE AS THE HOME OF THE FIRST FREE GERMAN GOVERNMENT SINCE HITLER CAME TO POWER IN 1933: A block of offices under construction in the Rhineland city which has been chosen as the meeting-place of the newly-elected Bundestag. For some time past Bonn has been the scene of intense activity. The Parliament building, now nearing completion, will house 450 members, and with its neon lighting, sound-proofing and modern kitchens, will provide a high standard of accommodation for members. New hotels are going up in Bonn, and the city council is widening roads and even planting flower-beds along the banks of the Rhine. Bonn suffered seriously during the war, being bombarded by the Allies on several occasions in 1944. It was captured by U.S. troops on March 9, 1945, and afterwards came under British military control

A RHINE RIVER STEAMER PASSES THE UNCOMPLETED CENTRE SPAN OF THE NEW BONN BRIDGE: Before the war Bonn was essentially a residential town, but now, as the centre of German Government in the west, it is destined to play a much more vital role

BY-PASSING THE RUSSIANS BY REPAIRING THE LANDWEHR CANAL: A dredging raft moored in front of a half-destroyed bridge on the canal. The City Government of the Western Sectors of Berlin has allocated £75,000 for the repair of a section of the canal linking the Spree and Havel Rivers through the United States and British Sectors. This will permit Berlin water traffic to by-pass the Soviet Sector



SWEARING-IN NEW JUDGES: Minister President Arnold at Dusseldorf with new judges who are being appointed to the administrative courts. Since 1945 judicial reform has made steady progress, starting with the pronouncement of the Allied Control Council that from henceforward all persons shall be regarded as equal before the law, regardless of race and religion

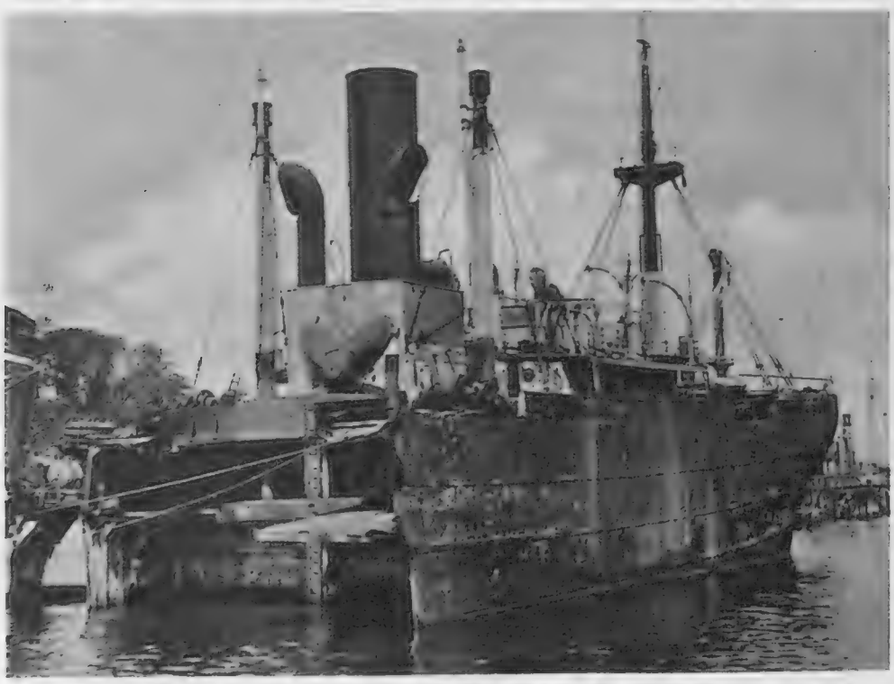
SALVAGING AN ITALIAN LUXURY LINER: The "Conte Verde," of 18,000 tons, which was scuttled by her Italian captain at the time of Italy's surrender, has been salvaged and is now being repaired in the dry dock of the Iino Shipping Company at Maizuru, near Kyoto. Despite her rusted decks and battered appearance, the great vessel is in fairly sound condition. It is estimated that it will cost £1,000,000 sterling to make her fit for sea, and when completed she will probably be offered back to Italy

NEW LIFE FOR SHATTERED SHIPS

The Japanese and the *Conte Verde*—Salvage Operations on Two Half Ships

THE "CONTE VERDE" IN DRY DOCK AT MAIZURU: The big Italian liner undergoing repairs after salvage in Japanese waters. With the "Rex," the "Conte di Savoia" and the "Conte Biancomono" she formed the nucleus of Italy's Merchant Marine in the days before the war

SALVAGING HALF A SHIP ON THE MUCKING FLATS: *Above and at top*—All that is left of the Greek vessel "Athrym," which lies aground off Stanford-le-Hope, Essex. At the time of writing an attempt is being made to get her into harbour, where it may be decided to add new bows



ONE DAY SHE MAY BE THE PRIDE OF THE GERMAN MERCHANT MARINE: During the war the British steamer "Barnbeck" was wrecked off the Norwegian coast. The stern part of the vessel, which is seen in this picture, was salvaged and taken to Germany. With the permission of the British authorities the ship will now be rebuilt by the Flensburg Shipbuilding Company

THE CASTLE ROCK SEEN FROM THE PRINCES STREET GARDENS, ONE OF THE OUTSTANDING MONUMENTS OF THE SCOTTISH CAPITAL, NOW THE VENUE FOR THE THIRD INTERNATIONAL FESTIVAL OF MUSIC AND DRAMA: Within the Castle is St. Margaret's Chapel, where Queen Margaret, wife of Malcolm Canmore, may have worshipped, and belonging at latest to the reign of her youngest son David I (1124-1153). In the restored banqueting hall is a fine collection of Scottish armour. In the Palace Yard can be seen the apartments occupied at one time by Mary of Guise, and by her daughter, Mary Queen of Scots

ST. GILES'S CATHEDRAL, WHERE THE SERVICE OF PRAISE AND THANKSGIVING WAS HELD LAST SUNDAY IN ORDER TO MARK THE START OF THE EDINBURGH FESTIVAL OF MUSIC AND DRAMA: St. Giles's, which was restored in 1879-1883 through the liberality of Dr. William Chambers, the publisher, has important historical and literary associations. The Regent Moray and the Marquess of Montrose were buried within its walls, and are commemorated by monuments. The Gothic cross surmounting the central tower is a characteristic feature

EDINBURGH THE FESTIVAL CITY

New Pictures from the City where the International Festival of Music and Drama is Now in its Third Year

Once again Edinburgh is host to the world. This year the international character of the Festival of Music and Drama is being increasingly emphasised, and the presence of mayors and burgomasters from the cities of Europe, delivering messages of goodwill to "the modern Athens," has lent colour to the opening days. The President of the Municipal Council of Athens brought his message on parchment, and he also brought with him an ancient Greek urn, containing earth taken from the Acropolis, as a symbol of the kinship between Attica and Scotland. Paris, Berne, Copenhagen, Brussels, The Hague, Luxembourg, Stockholm, Amsterdam, Hamburg and Lisbon are among the other cities represented.

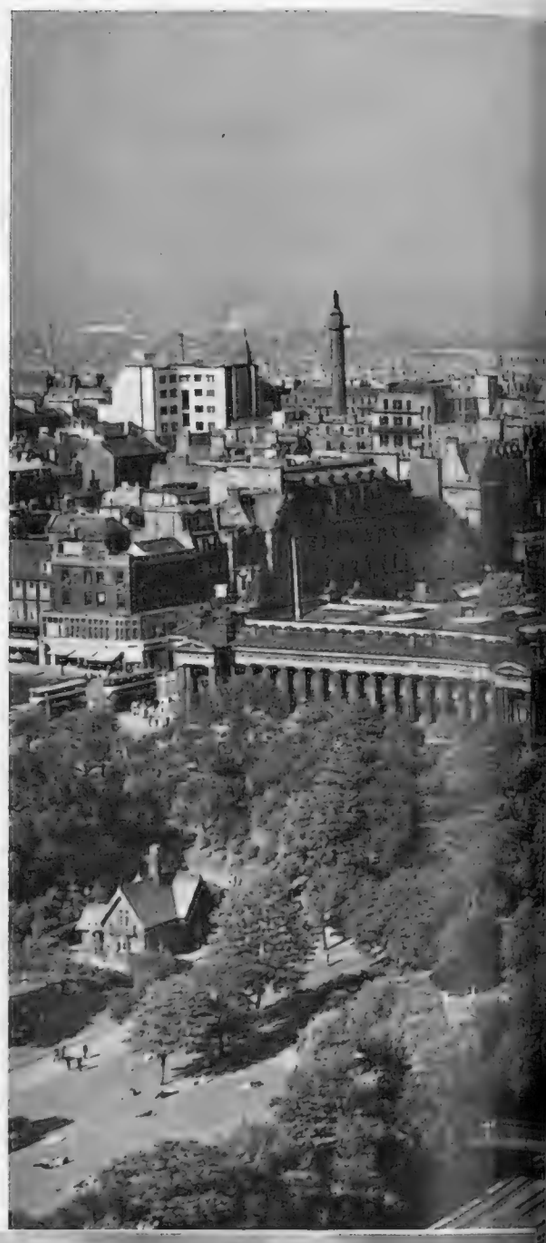
One of the guiding lights of this year's Festival is Mr. Rudolf Bing, who was for years associated with the Glyndebourne venture, and has now been appointed general manager of the Metropolitan Opera, New York. This, then, will be the last year in which he will act as Artistic Director at Edinburgh. He has arranged a magnificent programme. Drama is represented by two world premières—a modern comedy by T. S. Eliot, and *Coast of Illyria*, by Dorothy Parker and Ross Evans. Goethe's *Faust*, acted in German by the Dusseldorf Theatre, marks the bi-centenary of the author's birth.

The orchestral concerts at the Usher Hall and Freemasons' Hall offer a feast of entertainment for the music lover. Sir Thomas Beecham conducts the Royal Philharmonic, and Sir John Barbirolli and Eugene Goossens the Berlin Philharmonic. The Glyndebourne Opera is at Edinburgh's King's Theatre, this year's productions being Verdi's *Un Ballo in Maschera* and Mozart's *Così fan tutte*. The Festival ends on September 11, with a concert given at the Usher Hall by the Glasgow Orpheus Choir.

EDINBURGH THE FESTIVAL CITY

(*Continued from previous page*)

IN THE HEART OF "AULD REEKIE": Blackfriars Street, Edinburgh, has the rather gaunt appearance which early-Victorian architecture has given to some parts of the city. The visitor finds abundant contrast in streets such as this, and in the spaciousness of Charlotte Square and Princes Street, not to mention the near-Medieval aspect of the buildings lying to the south of Fortress Rock



THE SALISBURY CRAGS FROM CALTON HILL: This vantage point lies just below Arthur's Seat, which rises on the south-east of the city. Arthur's Seat is so-called because the British King is said to have scaled its heights to watch the defeat of the Picts by his followers. The Salisbury Crags separate Arthur's Seat from the narrow valley in which lies Holyrood Palace. The crags are named after Edward III's general, William Montacute, first Earl of Salisbury (1301-1344)

LOOKING EASTWARDS FROM THE CASTLE ACROSS THE CENTRE OF EDINBURGH, THE FESTIVAL CITY OF THE NORTH: Running in a diagonal across the centre of the picture on the far side of the Scott Memorial is spacious Princes Street. The Scott Memorial was designed by George Meikle Kemp (1795-1844), and it is in the form of a spiral Gothic cross with a central canopy beneath which is a seated statue of Scott. The niches of the monument are occupied by characters in Scott's writings. To the left of Princes Street rises the 136-ft. column surmounted by its colossal figure of Viscount Melville, Pitt's First Lord of the Admiralty. In the distance, on the right, is Calton Hill with the National Monument and the Nelson Monument. In the foreground above Waverley Station, are the Royal Scottish Academy and the National Gallery of Scotland. This ravine, which brings the railway into the heart of the city, once contained the Nor Loch

LOOKING OVER THE ROOFTOPS TO ARTHUR'S SEAT AND THE SALISBURY CRAGS: Typical houses of the old city which is in such marked contrast to the modern city that lies along Princes Street. The spacious New Town, dating from the end of the eighteenth century, is divided from the Old Town by the deep valley running parallel with Princes Street. Edinburgh provides at once an historic and a romantic background for the Festival now being held in its midst

THE FESTIVAL CITY, LOOKING NORTH FROM CALTON HILL: In the foreground is the monument to Dugald Stuart, a copy of the choragic monument of Lysicrates. Calton Hill is only one of the numerous vantage points from which the visitor may view Edinburgh. On it stands also the Nelson Monument, and adjoining is the unfinished National Monument modelled on the Parthenon and erected in 1822 to commemorate the Peninsula War and also the Battle of Waterloo

EDINBURGH THE FESTIVAL CITY

(Continued from previous pages)

A FINE EXAMPLE OF THE WORK OF THE ADAM BROTHERS: The central portion of the north side of Charlotte Square, one of the most beautiful squares in the city. Nearby is St. George's Church, and all the streets and squares in this area have the dignity and spaciousness which we associate with the new Edinburgh which came into being in the eighteenth century

THE JOHN KNOX HOUSE IN THE CANONGATE: Knox, who hurled such vehement denunciations from the pulpit against Mary Queen of Scots, "The Scarlet Woman," laid the foundations of the system of education to which Edinburgh owes so much of her distinction as a seat of learning and letters. Knox died in 1572, and did not live to see the foundation of the University in 1583

LAUNCHING A HELIUM-FILLED BALLOON IN ORDER TO CARRY WEATHER INSTRUMENTS INTO THE UPPER ATMOSPHERE: The balloon is about to leave the roof of the General Electric Company's works at Schenectady, New York. The airborne equipment, designed and developed for the U.S. Navy by engineers of the Company's Electronics Department, includes a tiny transmitter which sends weather information to a ground receiver 120 times per minute. Instruments weighing only 8 lb. measure the thickness, height and composition of the clouds

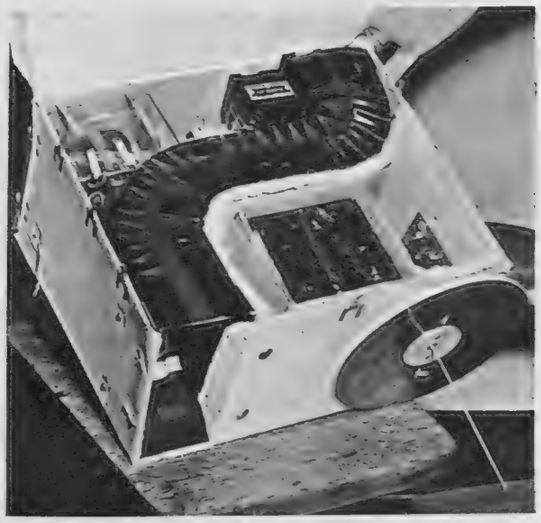
THE ART OF CLOUD ANALYSIS

How the United States Navy Uses Balloons to Gain Weather Information

The art of cloud analysis has been highly developed in America, particularly by the United States Navy which, with the aid of helium balloons, sends aloft delicate instruments which climb into the upper atmosphere at a speed of about 1,200 ft. per minute.

The basic part of the cloud analyser, which with the aid of a transmitter sends to earth details of the height and density of clouds, is a piece of string saturated with a salt solution. As electricity passes through it a resistance reading is given, indicating the liquid-water content of a cloud. If the balloon passes through a dense cloud the string picks up moisture and becomes a better conductor of electricity. A low resistance indicates rain. An increase in resistance indicates a decrease in the amount of liquid water in the air.

These same balloons of polyethylene, a fragile, plastic substance, are used by the United States Navy in order to record cosmic radiation at vast altitudes, and in March of this year, it may be remembered, THE SPHERE published pictures of such launchings taking place from the deck of the United States carrier *Saipan*. More recently the United States U.S.S. *Norton Sound* has been releasing these balloons into the upper atmosphere from a position south of the Hawaiian Islands.



THE EQUIPMENT WHICH IS CARRIED BY BALLOON TO THE UPPER ATMOSPHERE: The device used for cloud analysis is packed in a cardboard box and suspended about 10 ft. below the balloon. The weather balloon climbs to about 75,000 ft., where it bursts. The instruments then come to earth by parachute

RADAR EQUIPMENT TRACKS A WEATHER BALLOON: Following the progress of the balloon by a telescope mounted on the antenna is Mr. E. L. Rivest, engineer of the G.E.C's Aeronautic and Ordnance Division, which has designed and developed balloon equipment for the U.S. Navy

A BALLOON OF POLYETHYLENE SOARS SKYWARD FROM THE UNITED STATES WARSHIP "NORTON SOUND": This 100-ft. balloon carried recording instruments to a height of 90,000 ft. in order to record cosmic radiation. When the balloon bursts after a given time-interval the instruments fall by parachute, and the United States Navy helicopters then go out and pick them up in the open sea. The U.S.S. "Norton Sound" has been specially adapted for firing rockets and guided missiles. The launching platform can be seen at the stern of the vessel

THE MAMBA MARATHON UNDERGOES ITS TESTS : This feeder air-liner, now in course of development by the new company, Handley Page (Reading) Ltd., is intended for use on secondary routes. The first prototype was equipped with Gypsy Queen engines of 345 h.p. each, but this version with turbo-props has more than 640 h.p. available, and it is expected to prove a first-class freighter. It would be able to carry a payload of 5,470 lb. a distance of 500 miles, as compared with the payload of 4000 lb. for 500 miles which can be achieved with reciprocating engines. The extremely clean lines of the fuselage tend to hide the fact that the Marathon is roomy

Aviation News

THE MARATHON WITH THE TURBO-PROPS

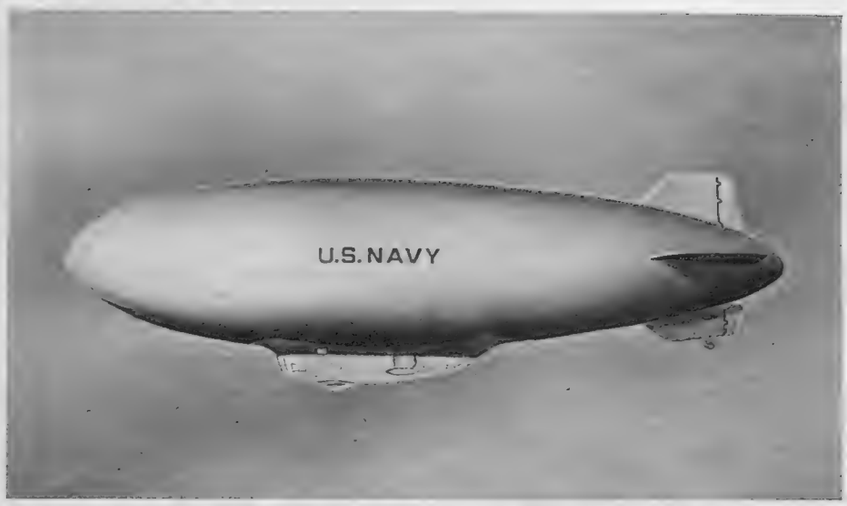
An Italian Devises a Flying Car : The Blimp Returns : Engines for Sailplanes

THE MAMBA-POWERED MARATHON AT REST : The two Mamba turbo-props, which give so much increased power compared with the piston engines, are mounted ahead of the wing leading edge. The jet pipes are directed upwards over the wing spar. The tail plane and fins have been strengthened with the fitting of turbo-props as the jet pipes discharge over these surfaces

THE LATEST VERSION OF THE FLYING MOTOR-CAR—THE INVENTION OF THE MILANESE ENGINEER, SIGNOR PELLARINI, A MACHINE WHICH IS SAID TO BE EQUALLY AT HOME ON THE ROAD AND IN THE AIR : *Left*—The plane being made ready for a flight. *Right*—The wings being folded back on to the fuselage

The Pellarini Flying Motor-car, which is making a tour of European capitals, is powered by an American Continental motor giving a speed of 120 m.p.h. in the air and 60 m.p.h. on the road. It weighs about 1,000 lb., and its total wing-span is only just over 32 ft. The length of the fuselage is 19 ft. 10 ins. Several machines of a similar type have been developed since the war, and probably the most successful up to date has been the amphibian designed and built by Mr. Robert Fulton, Jnr., of Continental Incorporated, a descendant of the Robert Fulton who, in the Napoleonic wars, brought out a submarine which Napoleon very nearly used as a secret weapon against Britain. Mr. Fulton's flying car has detachable wings, whereas Signor Pellarini's model has folding wings and is more speedily converted.

AMERICA RETURNS TO THE BLIMP: Work in progress on the "Mock Up" of the United States Navy's new anti-submarine blimp designed to carry the latest equipment for combating submarines with underwater breathing devices. The blimp is being built at the Goodyear Corporation's factory at Akron, Ohio, and its length of 324 ft. will make it the largest non-rigid airship ever built



DESIGNED FOR LONG-RANGE ANTI-SUBMARINE PATROL AT A TOP SPEED OF 75 KNOTS: A designer's impression of the U.S. Navy's new blimp now under construction at Akron, Ohio. The new N-type blimp, while being capable of long-range patrol over ocean areas, also will be able to hover over a given spot while employing its devices to detect and track undersea fighters. Other special equipment aboard the N-ship will permit it to refuel in flight by dropping a fuel line to a surface ship, and to re-ballast by scooping water from the ocean. Its air-sea rescue equipment also will include an electrically-operated winch to haul survivors aboard. A new design feature of the blimp permits the location of its two seven-cylinder Wright engines within the control car. The two controllable-pitch propellers will be mounted on outriggers from each side of the car. The gas bag, with a capacity of 875,000 cub. ft., will be inflated with non-inflammable helium gas. Its capacity compares with 725,000 cub. ft. for the M-type airship, which holds the world's sustained flight record of 170 hours, and 456,000 cub. ft. for the K-type ships used in anti-submarine warfare during World War II. A preview of the 87-ft. control car has been made possible by the completion of a "mock-up," or full-scale model, at the Goodyear factory. The car "mock-up" has two decks, bunks and galley on the upper deck. Flight controls will be manual or automatic, and the tricycle landing-gear will be retractable. The new airship will have a speed of approximately 75 knots

On right—John Brondello's plan to fly the Atlantic in a Bonanza is by no means a fantastic undertaking, for it was in a machine of this type that Captain Bill Odom twice crossed the Pacific from Honolulu to the American coast, on the second occasion continuing on to the Eastern seaboard to break records for light aircraft

TO ATTEMPT A LISBON-NEW YORK CROSSING: A mechanic putting the finishing touches to the single-engined Bonanza which John Brondello, of Turin, bought in the United States and brought to Croydon in a Skymaster. After re-assembly at Croydon, Brondello planned to fly to Turin and then make for Lisbon, where he would take off on his Atlantic hop. On the wings of the Bonanza are long-range fuel tanks

THE DAMAGED "DOVE" WHICH CAME HOME IN A FLYING "ARK": Airwork Limited, Europe's largest air charter concern, unloading a Dove aircraft from one of their Bristol freighters on arrival at Blackbushe Airfield. The Dove belongs to Iraqi Airways, and having been damaged considerably by a rough landing at Bagdad Aerodrome, it was decided that it should be flown home to the United Kingdom for repairs

THE GLIDER WITH THE OUTBOARD MOTOR: This graceful sailplane, seen in flight over the Arlington State College Airport at Grand Prairie, Texas, uses an auxiliary motor, which is seen behind the cockpit, in order to get into the air, dispensing with the conventional tow-rope operated from a ground winch. The motor folds into the fuselage when the sailplane has gained altitude, thus reducing resistance. Ted Nelson, of Oakland, California, who built the plane, is seated at the controls

THE HOME NEWS IN PICTURES

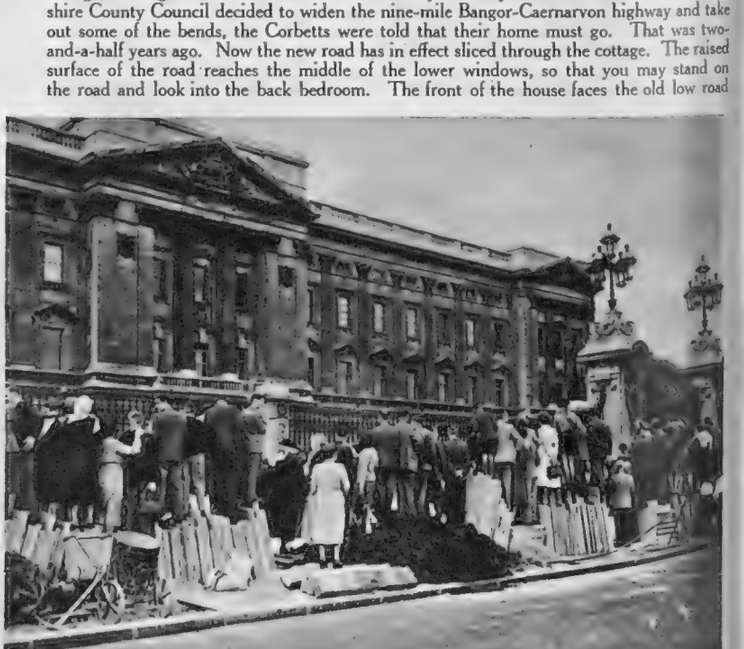
FROM LONDON AND THE COUNTIES

THE TWELFTH: Birds were plentiful, but guns were scarce. Petrol shortage and lack of domestic staff are among the causes for the considerable drop in the lease of lodges. Few birds were on the market on the night of the Twelfth and the price asked was in the neighbourhood of £2 a brace. London hoteliers could not serve grouse owing to the 5s. price-limit on meals, but many offered to cook them if provided by their clients. *On the left*—Members of Mr. Tom Burrell's shoot at Amulree, Perthshire, seen climbing the hill at Lochan. *On right*—The Duke of Devonshire in the butts on the Blukkerhouse moors, near his seat at Bolton Abbey. The highest bag of the day was 149 brace, which fell to Lieut.-Colonel Oliver Haig and his party of ten guns at Inchrory

TESTING THE NEW ARMY COMBAT DRESS: Men of the 1st Battalion Lancashire Fusiliers dig in after the mock assault which took place on the Imber Range, near Warminster. After the exercise, the men were weighed, temperatures and pulses were recorded, and the sweat content of the uniform was measured. The first of extensive tests to examine the efficiency of the new combat suit by units in the U.K., B.A.O.R., B.T.A., and in the Middle East are now taking place. The suit consists of smock and trousers, with capacious pockets, a peaked cap made of water-repellent material similar in appearance to a ski-ing cap, a short greatcoat, a poncho, and all-leather high-boots

ROUND THE HOUSES: The new Bangor-Caernarvon Road includes two cottages! Forty-eight-year-old Mrs. Mary Annie Corbett refuses to move from her four-roomed cottage, although a new road has been built nearly half-way round it. When Caernarvonshire County Council decided to widen the nine-mile Bangor-Caernarvon highway and take out some of the bends, the Corbetts were told that their home must go. That was two-and-a-half years ago. Now the new road has in effect sliced through the cottage. The raised surface of the road reaches the middle of the lower windows, so that you may stand on the road and look into the back bedroom. The front of the house faces the old low road

TELEVISING A BULL: Victor Millic, an electrical engineer, demonstrates his invention for holding open the mouth of a horse or bull, in order to dose it with medicine. The fourteen-month-old bull was brought into the television studio to act as patient for the demonstration during the "inventor's club" feature, which has returned to television programmes. The inventors are interviewed by Geoffrey Boumphrey with the object of encouraging new ideas, which may, perhaps, lead to them being marketed at home and abroad



CHANGING THE GUARD AT BUCKINGHAM PALACE: A crowd of sightseers found a ready-made grandstand on the new paving-stones which are replacing those worn by the pacing of the Guard outside the railings. While the repairs are being carried out, the Guard is mounted on the Palace side of the railings

WHERE THE CALEDONIAN MARKET ONCE PLIED ITS BUSY TRADE: Part of the deserted plot which has remained empty since the outbreak of war. Traders are pressing for its reopening. The reopening of the Caledonian Market in Islington is sought by former stallholders who attended an inaugural meeting of the Caledonian Market Traders' Association. One of the arguments produced at the meeting was the reassertion of a privilege granted first by Henry II. Mrs. M. Block, the chairman of the meeting, proposed the investigation of the rights of traders, and the presentation of a petition to the Lord Mayor of London, and, should that fail, an appeal to Parliament or to the King

THE SITE FOR LONDON'S AMUSEMENT PARK FOR THE 1951 EXHIBITION: Battersea Park, with Chelsea Bridge in the background. It is here, between Albert Bridge and Chelsea Bridge, that a 37-acre amusement park will be laid out in time for the great exhibition. The 30-acre site on the South Bank of the river is now almost entirely cleared and work on the construction of the coffer dam, behind which the new embankment wall will be built, is well advanced. A notable feature of the main site will be the great television building. The foundations have been laid for what will become the largest television studios in the world. Meanwhile, plans have been laid to make an amusement park in Battersea on the lines of the Tivoli Gardens in Copenhagen

NO WATER FOR THE WATERCRESS: A view of the watercress beds at Darenth, in Kent, which are dried out. Weeds, which do not grow when the water is running through the beds, have appeared. The recent dry weather has affected among many other farmers Harry Simmons, who grows watercress on an acre of ground near his home at South Darenth, Kent. The beds are fed by artesian wells. The water-level in these has dropped some 14 ins. in as many days. His summer crop of watercress, which would normally supply several large towns in the area, was lost completely, and Simmons says that, unless some very heavy rains come within the next seven days, he will lose the opportunity of planting his winter crop. He has not known such a dry spell since 1921. Many watercress beds in the county are affected in the same way

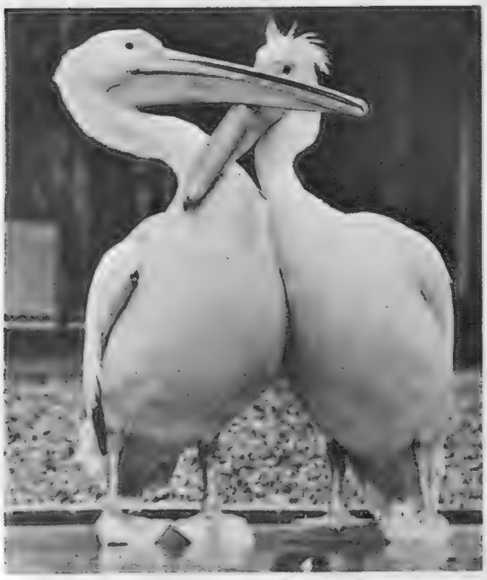
RACEHORSES FOR DOLLARS: One of five horses, sold to an American buyer for 80,000 dollars, is led into a specially padded box ready to be hoisted aboard a chartered freighter aircraft. James More O'Ferrall, of the Anglo-Irish Agency, who was responsible for the "export," said that all the horses had been sold to private owners. Three were bound for New York, two for Miami. A sixth was due to be sent last week-end. A specially chartered plane flew the valuable cargo across the Atlantic

THE RESIGNATION OF MALTA'S COMMISSIONER-GENERAL AND THE DEPUTY PRIME MINISTER: Mr. Edward Ellul and Mr. Dom Mintoff discuss their action at the Malta Government office

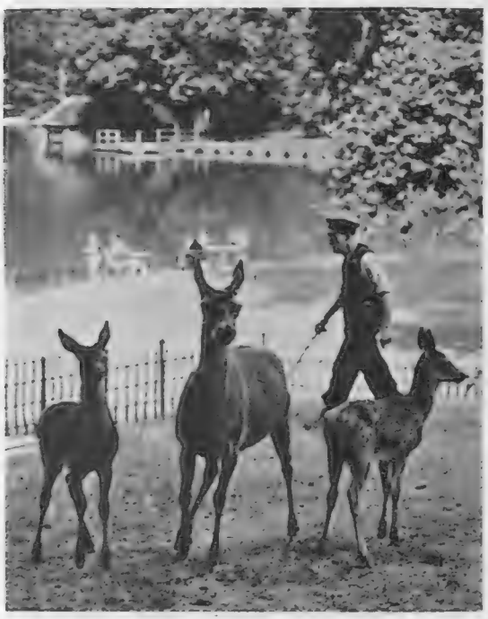
DR. PAUL BOFFA, PRIME MINISTER OF MALTA, OUTSIDE THE COLONIAL OFFICE: He had just received the second resignation because of his Cabinet's new policy with the British Government concerning Malta's economic situation. Mr. Dom Mintoff, Malta's Deputy Prime Minister, accused the Government of delay in dealing with representations made by Malta and stated that Malta's claim to Marshall Aid was first broached in September 1948. Last week Mr. Edward Ellul joined Mr. Mintoff, offering to resign his office on September 8. In a letter to Dr. Boffa, he wrote: "During more than two months' discussion, the British Government's attitude has been, as you well know, unsympathetic, unjust and even cynical"

DOG DAYS AT THE ZOO

ZOOLOGICAL LIFE IN LONDON AND GLASGOW

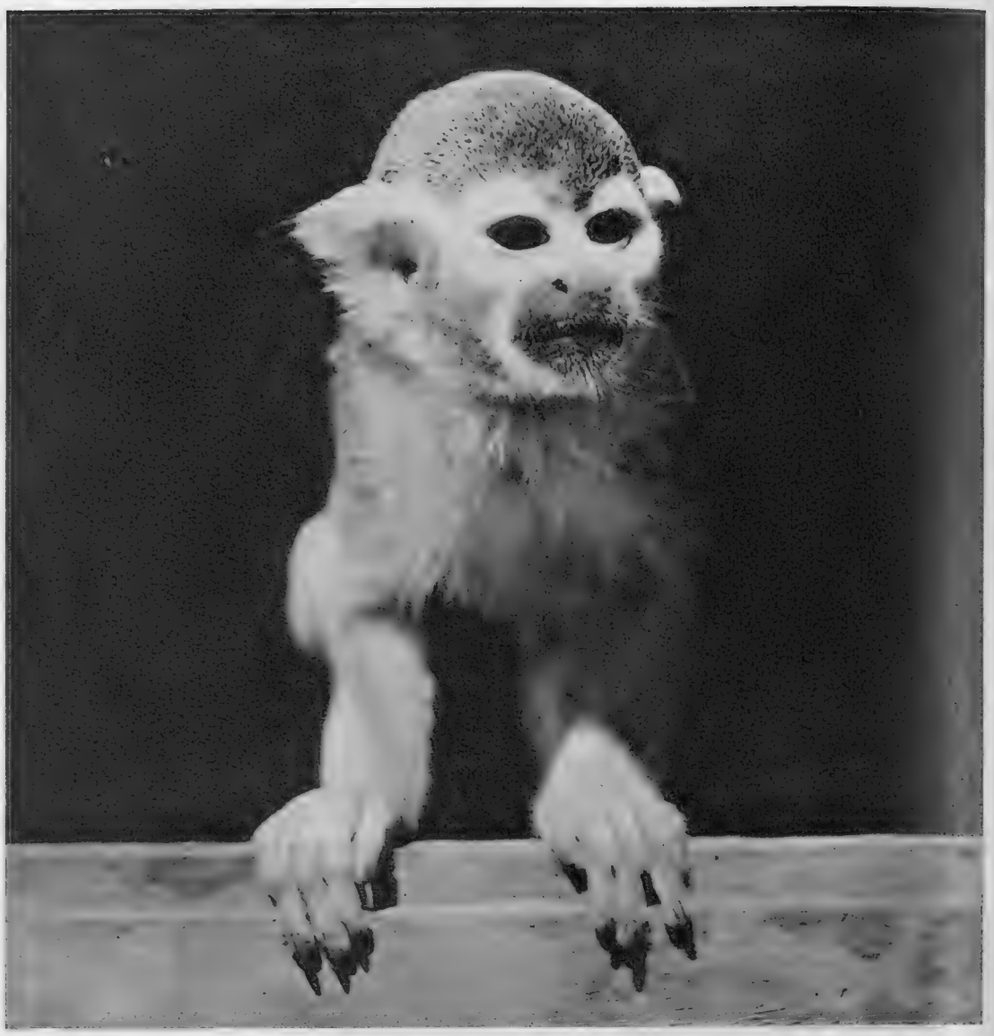


TOPPING THE BILL AT REGENT'S PARK: These two pelicans at London Zoo set about helping each other with their toilet after indulging in a satisfying meal. They are the best of friends and live in complete harmony

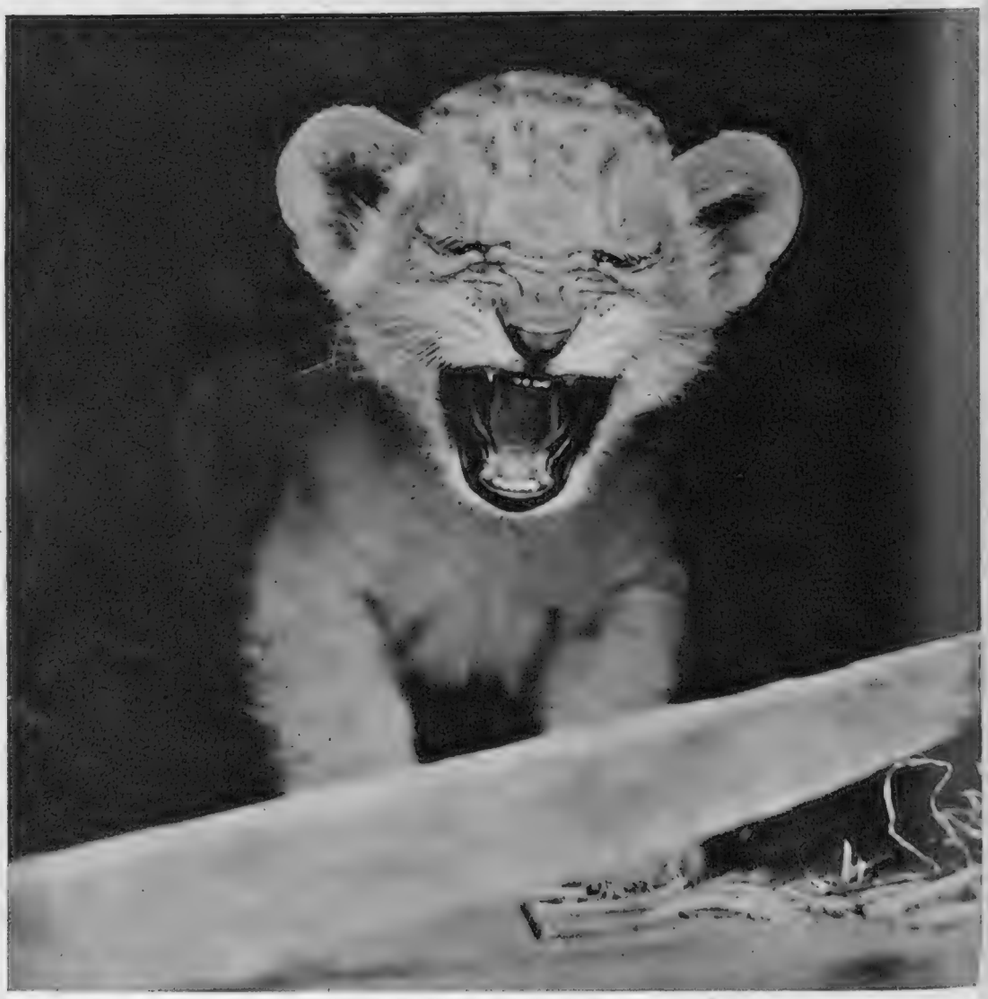


THE DEER AND MR. WELLS OF BATTERSEA PARK: Two of the park's three fawns seen with a deer. The herd of deer, now consisting of seven, is the charge of seventy-four-year-old Mr. George Wells, who has been looking after them for nine years. He started the spare-time job during a war-time shortage of staff. During the mating season, when the stag is apt to become vicious and dangerous, he is the only man who never fears to enter the enclosure

THE LATEST ADDITION TO THE FAMILY ALBUM: These porcupines at the Glasgow Zoo are proud of their day-old offspring, but they watch warily as it tries to set off on a tour of exploration of the water-dish



ON WATCH—VIEWING THE HOLIDAY-TIME VISITORS TO THE LONDON ZOO FROM THE OTHER SIDE OF THE CAGE: Jimmy, the South African squirrel monkey, derives great interest from this amusing occupation. His alert appearance and dour expression never fail to amuse his many admirers at Regent's Park



MAKING A NOISE OVER NOTHING—MR. WINSTON CHURCHILL'S LION CUB LETS RIP AT REGENT'S PARK: She is Sylvia, the two-month-old cub of Rota, the African lioness which was presented to Mr. Churchill. Although Sylvia seems to be warning visitors away from her cage, she is really quite a friendly little creature

HUNTING NEW ZEALAND'S BIG-GAME FISH

A Record Season of 786 Catches by Tauranga Big-Game Fishing Club

THE BIG-GAME FLEET PUTS OUT TO SEA FOR A DAY AMONG THE BIG GAME OF THE PACIFIC: Fishing launches leaving Mayor Island, North Island, New Zealand, en route to the fishing-grounds where striped marlin, swordfish and shark abound. In three months this year 786 big-game fish were landed, most of them striped marlin and close to the 300-lb. mark in weight. International Big-Game Standards are strictly applied by the anglers

Away to the south-east of Auckland on the shores of the Bay of Plenty is the seaside resort of Tauranga, and in the same bay is Mayor Island, headquarters of the Tauranga Big-Game Fishing Club. New Zealanders claim that the sun-soaked Pacific deeps round Mayor Island offer the best big-game fishing in the world, and in support of their claim they enjoyed for years the patronage of that prince of big-game fishermen, the novelist Zane Grey. The amateur fishermen can get to Mayor Island from the big city—Auckland—in just under five hours' journey by train and launch. Once there, they have a dozen launches always ready, specially fitted out for the thrilling chase. Rules of the International Big-Game Standards are strictly applied, with a few local regulations just to make things more difficult. No one boat is permitted to catch more than the limit of four game fish per day—so successful have the enthusiasts been this year that on three consecutive days every vessel returned home with its limit catch.

One thing only is lacking in the fishing centres off the east coast—an outlet for the catches. For want of a market most of the fish are dumped back into the sea, many tons of good edible fish being wasted every season.

DEATH THROES OF A MARLIN: Held by the thin steel trace of the angler's line the great fish breaks surface before attempting another effort to regain its freedom. All big game are caught with rod and line, the angler using what is known as a 36-line thread. Sometimes the anglers are jerked into the sea

THE FISHERMEN CONGREGATE WITH THEIR CATCHES AFTER A GOOD DAY'S SPORT: A party gathered on the beach at Mayor Island, near Tauranga. Their first task on returning is to weigh the catch

THE BEAUTY OF THE BAY OF PLENTY: One of the many striking rock formations near Tauranga, where the leading big-game fishing grounds are situated. The main season for the Tauranga Big-Game Fishing Club is between January and March

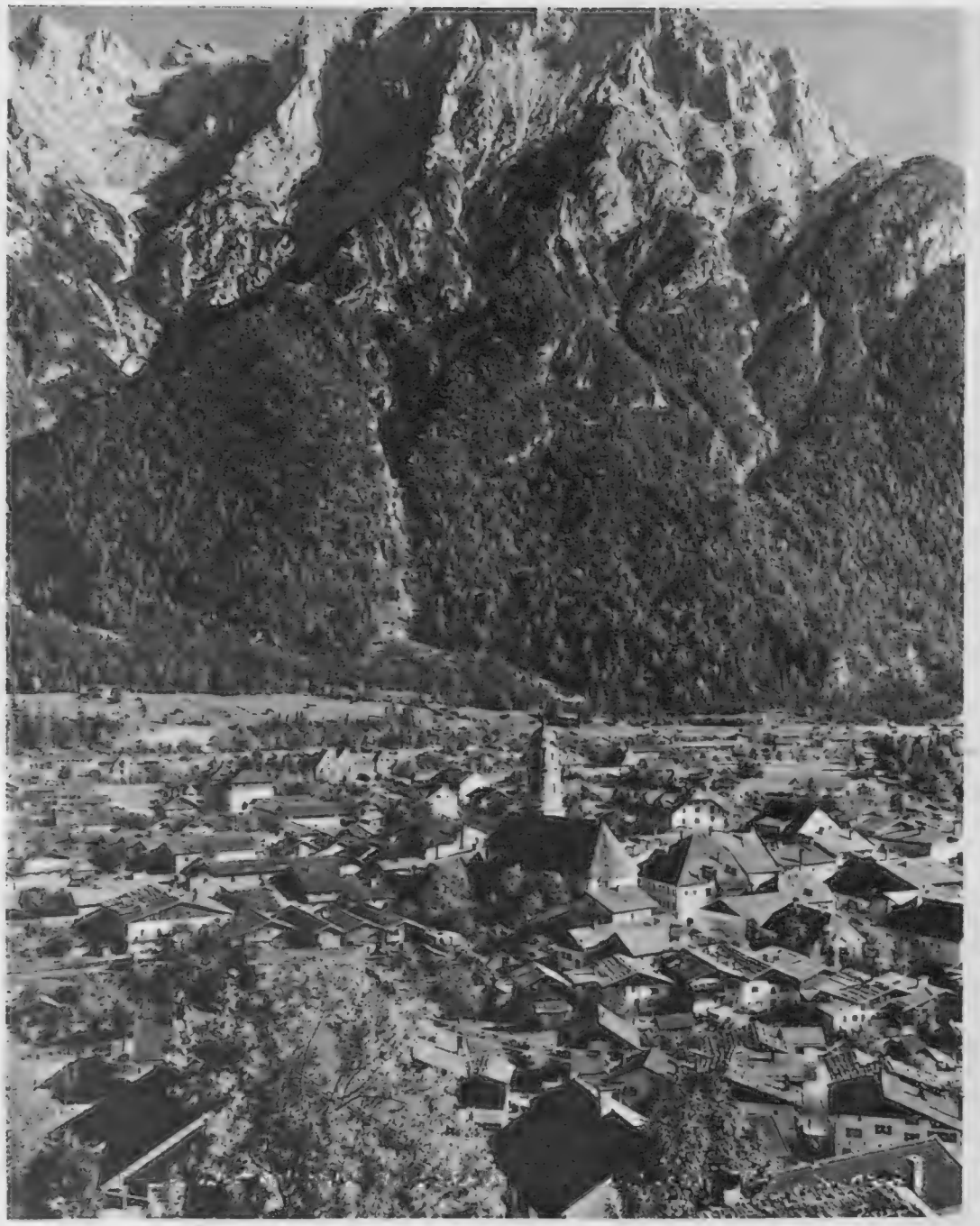
HARVEST OF THE SEA: A variety of big-game fish caught in one day off Mayor Island. From left to right are a striped marlin of about 250 lb., a thresher shark of 550 lb., a Mako shark of 120 lb., a marlin of 120 lb., another striped marlin, a thresher, and another marlin

MITTENWALD

THE VIOLIN VILLAGE

Life Goes on Undisturbed Among the Workshops of the Bavarian Alps

In the sixteenth and seventeenth centuries the family of the Amati at Cremona, including Andrew, his sons Jerome and Antonio, and Nicolo, son to Jerome, produced violins that were the wonder of the world and of succeeding times, whose tone and quality more recent makers have found it hard to match. Antonio Stradivari, also of Cremona, was one pupil of the Amati, and another was Matthias Klotz of Mittenwald, who, after working for years under Nicolo, returned to his native village on the borders of Bavaria and Austria. There, in this beautiful "picture-postcard" village, Klotz established an industry which exists to this day, one that has ridden out the storms of war and will doubtless survive for generations to come, for it is based upon a knowledge of the minutest details of form and proportion; it has attained to acoustical qualities that are near perfection. The larch trees that thrive among the mountains round Mittenwald, coming slowly to maturity, provide the best kind of raw material for the violin-makers. How they treat their varnish before applying it is one of the great secrets of the Mittenwald craftsmen, having been handed down from father to son ever since the great Matthias came back to his native village to found the industry. To-day his statue stands outside Mittenwald church, a reminder of his contribution to the entertainment of the world.



THE VIOLIN VILLAGE THAT NESTLES AT THE FOOT OF THE RUGGED KARWENDEL SPITZE: This picturesque resort in the Bavarian Alps, not far from the Austrian border, is still the centre of an important violin-making industry which neither the war nor its aftermath have seriously affected. The well-guarded art of violin-making was brought to Mittenwald by Matthias Klotz, who returned to his native village in 1630 after working for years under the Italian master, Nicolo Amati of Cremona

BUILDING UP THE BODY OF A VIOLIN: A craftsman of Mittenwald engaged in making an instrument in his village workshop. Violin-making is an art that has been handed down from generation to generation, its secrets always carefully guarded, by the leading Mittenwald families engaged in the craft

AT EVENING TIME THE GOATS RETURN TO THE VILLAGE, THEIR BELLS TINKLING MELODIOUSLY IN THE NIGHT AIR AS THEY ARE TAKEN IN FOR MILKING: In summer and autumn the air is clear and sparkling, but in winter Mittenwald is often subjected to storms, keeping the inhabitants within doors for days on end

SAWING OUT THE SOUND-BOARD OF A 'CELLO: Johann Reiter, the senior of the Mittenwald violin and 'cello makers, whose family have made instruments almost since the time of Matthias Klotz, seen at work in his shop surrounded by the numerous tools of his craft

DONALD CAMPBELL STREAKS ACROSS CONISTON WATER IN "BLUEBIRD II": The son of the late Sir Malcolm Campbell engaged on a trial run with his speedboat. Mr. Campbell was of the opinion that on one run he had exceeded 140 m.p.h., and he then decided to send for the official timekeepers and attempt to beat his father's water-speed record of 141·74 m.p.h. set up in the same boat ten years ago. The attempt was made shortly after dawn on the morning of August 17. Half-way down the first run, as he entered the measured mile, the hatch cover of *Bluebird*'s oil chamber blew off and sprayed over Campbell's windscreen. He swerved violently towards the shore, recovered and completed the run southward. He circled and then made the run back at speed. It was at first believed that Mr. Campbell had broken his father's record, but after half-an-hour the timekeepers announced that he had failed. A subsequent examination of *Bluebird* revealed that the engine was badly damaged

RUNNING INTO TROUBLED WATERS: Two competitors at a meeting of the National Sand Yacht Racing Association at Westward Ho, Devon, found themselves in difficulties when their yachts ran into the surf. This was the first time that sand yacht racing had taken place on this particular stretch of beach. The wind being violent, the jib sails were not unfurled

PURSUIT

BY THE SHORE, ON THE LAKE, AND IN THE STREAM

SAND YACHTS ON THE BEACH AT WESTWARD HO: Three boats in action on the Devon shore. The models differ considerably, and it seems there is no rigid standardisation of equipment in this sport as there is in yacht racing

ON THE TRAIL OF THE OTTER: *Left*—The Courtenay Tracy Otterhounds moving beside a stream at Millbridge, near Frensham, Hants, and (*right*) in full cry after scenting their quarry. Otter hunting continues to flourish, particularly in the south country, having won a reprieve from Parliamentary legislation under the shelved Blood Sports Bill. One of its unfailing attractions for the follower is that it involves no costly "gear"

STANDARD OIL'S OUTING

THE COMPANY TAKES ITS STOCKHOLDERS ON A RAIL TRIP TO FLEMINGTON, AND THEN HOLDS ITS ANNUAL MEETING IN A MARQUEE

THE CHAIRMAN OF THE BOARD OPENS A STORMY MEETING : Mr. Frank W. Abrams addressing the shareholders of Standard Oil of New Jersey who came to the annual meeting at Flemington, New Jersey, in a special train from the Pennsylvania Station, New York, and before the meeting attended a lunch in a marquee provided by the management. The lunch was held in one marquee, and the stockholders then adjourned to another great tent to hear the Company's report

JAMES FULLER WAS AN OUTSPOKEN CRITIC OF THE COMPANY : This cafeteria proprietor from Hartford, Connecticut, frequently held the floor during the meeting. A Boy Scout handed the microphone from speaker to speaker as it was required

THE STOCKHOLDERS OF STANDARD OIL TAKE THE TRAIN TO FLEMINGTON, NEW JERSEY : Shareholders passing through the barrier at Pennsylvania Station

Since the State of New Jersey provided a haven for the trusts, allowing the monopolists of American Big Business to go almost unchecked upon their way, the name of Standard Oil of New Jersey, with its hosts of subsidiaries, has loomed large in the public eye. Standard Oil has been assailed at many points, but it has broad shoulders, and on annual-meeting day the Company faces up to its shareholders in unique fashion. This year the Board of Directors booked a special train on the Lehigh Valley Railroad, leaving Pennsylvania Station at 9.20 a.m., and they took the stockholders out to Flemington, New Jersey. *En route* the directors made themselves available to all for questioning, and after a magnificent lunch the stockholders assembled in the marquee for the start of the meeting. Proceedings were lively enough, with one or two of the more outspoken critics demanding to know why the company's dividend policy remained so conservative. Facts and figures were quoted over the hand microphone with bewildering rapidity, and one or two of the more aggressive shareholders almost produced an uproar. On the whole, however, the management emerged triumphant, and at the end of the day there was no one present who had been denied a chance to air his or her views or to get information regarding their holdings in one of the most discussed companies of modern times.

ON THE PRIVATE TRAIN WHICH BROUGHT THE STOCKHOLDERS FROM NEW YORK TO FLEMINGTON : The President of the Company, Mr. Eugene Holman (right), has a word with Mr. James Fuller, Hartford cafeteria owner, who owns a few shares in many businesses and makes a practice of going to annual meetings

A WORD WITH THE TRAFFIC MANAGER : Mr. John Kistler (centre) and Mr. Charles A. Stringer, two shareholders in Standard Oil, in conversation with Mr. William R. Davis (left), who organised the Flemington trip. Mr. Stringer has seventy-six shares in Standard Oil

DISCUSSING DIVIDEND POLICY : Miss Harriet E. Waite talking to the Company's secretary, Mr. A. C. Minton, who gave interviews to all shareholders who wished to see him after the luncheon and before the start of the annual meeting. Many stockholders at the meeting urged a much more generous dividend policy, some of them getting quite violent on the point

A STOCKHOLDER FROM MANHATTAN FLAYS THE COMPANY : Mr. L. J. Wolf, representing stock purchased thirty years ago, won the attention of his audience by his exposition of the dividend situation

MR. LEWIS B. GILBERT RAISES SOME POINTS ON COMPANY PROCEDURE : Mr. Gilbert was one of the first speakers. He quite often represents groups of stockholders at annual company meetings

THE REPRESENTATIVE OF THE COMPANY'S AUDITORS PUTS FORWARD SOME WEIGHTY FACTS AND FIGURES : He is at the microphone answering a stockholder's question. Most of those present at the meeting represented an average of twelve to fourteen shares

"BUOYANT BILLIONS" AT MALVERN

The New G. B. Shaw Play at the Malvern Festival: Victorian Melodrama Without Laughter

THE CHARMER: Frances Day plays a leading role in Mr. Bernard Shaw's "Buoyant Billions," at the Malvern Festival Theatre. She can charm snakes and alligators by playing the "Londonderry Air" on a saxophone, and she also charms "Junius" (Denham Elliott, left). On the right is Kenneth Mackintosh, who plays the part of a native

The Malvern Festival, which opened on August 8, for its twentieth anniversary and its first season for ten years, has been planned round the last three decades of Shaw. *The Apple Cart*, with which the season opened, was first produced in 1929, *Good King Charles's Golden Days* was first produced at Malvern in 1939, and 1949 brings Shaw's latest play, *Buoyant Billions*. The Festival director, Mr. Roy Limbert, suggested to Bernard Shaw, two years ago, that, since Sophocles won his twenty-second prize for drama at the age of ninety, Shaw should do likewise. *Buoyant Billions* was the result. The play gave Frances Day her second straight-acting part in the Festival as the snake, alligator and man-charming daughter of a billionaire. She also plays Orinthia in *The Apple Cart*. Shaw has written another piece, a ten-minute play for puppets, which is performed in a smaller theatre. In this, *Shakes v. Shaw*, he gives himself the better of a duologue with Shakespeare.

LOVE IN THE JUNGLE: Frances Day and Denham Elliott in "Buoyant Billions." As Junius, the seventh son of a seventh son, he is out to marry her for the billions she will inherit

PRODUCER AND DIRECTOR: Esmé Percy, who produced "Buoyant Billions," and Roy Limbert, director of the Festival, which closes on September 3 after its first season since the war

THE PLAY WHICH HAS ENTERTAINED AMERICA FOR THIRTY YEARS: The first London production, at the Aldwych Theatre, of "The Return of Peter Grimm," by David Belasco, which was first produced on Broadway in 1911. Left to right are Nigel Buchanan as Peter Grimm's secretary; Harry Green as Peter Grimm; Muriel Pavlow as Catherine; and Reginald Birks as Frederick. The original production of *The Return of Peter Grimm* ran for nearly 200 performances in New York, and it has been constantly revived since then, with the name-part played by several notable American actors. The play is typical of late-Victorian melodrama, with clearly-defined hero, heroine and villain. It tells the story of an old Dutch bulb-grower, who arranges people's lives as he thinks best for them. He dies at the end of Act I and returns, as a ghost, in Act II to put right his well-intentioned wrongs. In spite of the melodrama and the sentimentality, the piece was taken seriously by the London audience

BIRD-WATCHERS in the ASCENDANT

A Growing Pastime in these Islands

By CHARLES GRAVES

IT would be idle to pretend that golf, lawn tennis, shooting or hunting are likely to lose any support as a result of the sudden revival in bird-watching. But ask any publisher about best-sellers and he will tell you that it is almost impossible to keep up with the public demand for natural history in general and ornithology in particular. This, the most gentle of all outdoor pastimes, is increasing the number of its followers at a very great rate. Many of the new enthusiasts were prisoners of war who received, among many other publications vetted by the German censorship, a book on bird-watching by H. E. Bates. The general release of *Tawny Pippit* (actually the bird in this film was a meadow pippit) also helped to swell the ranks of bird-watchers.

To-day there is scarcely a county in Great Britain which does not have its own Natural History Society with a special section for bird-watchers. In addition, there are the British Trust for Ornithology, the British Ornithologists' Union, the British Ornithologists' Club, the Royal Society for the Protection of Birds, the Severn Wild Fowl Trust and six Bird Observatories—Fair Isle (Lerwick), Isle of May (Fife), Spurn Point (Yorkshire), Gibraltar Point (Lincolnshire), Skokholm (Pembrokeshire) and Lundy (Devonshire).

But how do you become a bird-watcher? The answer is that if you are under the age of nineteen you write to the Royal Society for the Protection of Birds, 82, Victoria Street, S.W.1, and join the Junior Bird Recorders' Club for 1s. a year. If you have no special qualifications, but are adult, you write to the British Trust for Ornithology at 91, Banbury Road, Oxford, pay a guinea subscription per annum, and receive information about the nearest Bird-Watching Club to your home. If you are an advanced student you get in touch with the British Ornithologists' Union at the British Museum (Natural History), Cromwell Road, S.W., and give the names of two people to propose and second you from personal knowledge. If you are elected, you pay £3 for the privilege of membership. There are 700 members.

Your kit will need to consist of a pair of first-class field-glasses (£30 if new), waders, a telescope if you are interested in wild fowl, a field notebook in which to record all you have seen, and a handbook of British birds—something like Edmund Sandars' *Bird Book* to begin with until you graduate to Witherby's *Handbook of British Birds* (£7 for five volumes). All told, there are 520 birds in Great Britain—if one includes the rarities which occur once every so often like Bonelli's Warbler, recognised last year for the first time in British ornithological history. Nobody alive has seen all of them. But the experts will tell you that in the course of a single afternoon's ramble in somewhere like Epping Forest it is possible to count sixty different varieties, and that to see and identify 200 varieties in six months is by no means an unusual experience; though this needs endless patience on the part of the bird-watcher.

To me the most interesting aspect of bird-watching is ringing. This consists of putting a ring round a fledgling, or an adult bird which has been temporarily trapped by a net, in the hopes of it later being caught and identified a long way away. Migratory birds like teal, which have been ringed in Great Britain, have been trapped as far away as Archangel and Pskov. A type of tern has been "recovered" as far away as Portuguese West Africa and Tangier. Even blackbirds ringed in England and Scotland have been recovered in Norway and Brest. These light metal rings are only issued by the various bird societies to professional bird-watchers, and are much the same as those attached to the legs of carrier pigeons. Last year nearly 40,000 birds were ringed, a high percentage of them being starlings and swallows. Among the larger birds over 12,000 gannets have been ringed. But it seems a pity, in view of all the trouble taken, that the percentage of "recoveries" among the small birds is less than 1 per cent., even if 22 per cent. of cormorants and 17 per cent. of merlins have been recaptured.

Strangely enough, the Greater London area is one of the best in Great Britain for bird-watching, and whereas before the war black redstarts were few and far between, they are now nesting all over the City of London. The reason for this is that they like to build their homes in buildings, and it was not until the blitz that they found available accommodation.

A glance at the last issue of the London Bird Report, published by the London Natural History Society, shows that the most unlikely birds have been identified in Greater London. Quite apart from bitterns, gadwalls, shovelers, velvet scoters, smews and turtle-doves, the bird-watchers have identified one hoopoe, a shag, a knot, a whimbrel, a little stint, a couple of oyster catchers and a hobbyhawk. The last-named does not surprise me personally. As a small boy I distinctly remember finding a hobby-hawk's nest in some trees at the back of Wimbledon Common and stealing one of the eggs. Times have changed since then and the hobbyhawk is now a very rare bird around London.

It is presumably the height of the ambition of a bird-watcher in Greater London to find that his or her claim to have seen a rare bird is published officially in the London Bird Report. But what about fake claims? I am assured that unless the bird-watchers are personally known for their integrity a great deal of doubt is cast on any report that they have seen some unusual specimen. In spite of this, a number of extraordinary claims are reported annually to the various societies, but are taken with a grain of salt—like the old adage. The real trouble is that rare birds continue to be rare because of their wariness, and are therefore exceedingly difficult to photograph; and it is presumably against all the rules of bird-watching to kill a rare specimen merely to identify it.

On the other hand, what could be more entertaining than to study and photograph tits opening milk bottles and drinking from them? This peculiar, unbirdlike habit was first observed near Southampton in 1921. During the past ten years the habit has become widespread. As well as four species of tits, at least seven other types of birds have been recorded as attacking milk bottles. This sudden new habit bears out the view that only a small proportion of birds make the original discovery of milk as a food, and that other birds just imitate them. Attacks are usually delivered soon after the bottles have been deposited, but in several instances the tits have been seen to pursue the milkman's cart down the street. In some districts, where different grades of milk are delivered in bottles with different coloured caps, the birds show a marked preference for one particular colour. Most of them are blue tits or great tits; a few are coal tits. The others are typical garden birds—starlings, chaffinches, house sparrows, song thrushes, blackbirds and robin redbreasts.

Meantime, the fifteenth Annual Report of the British Trust for Ornithology, just published, discusses in some detail the drop in herons from 100 to 54 after the bitter winter of 1947. It also pays considerable attention to the great crested grebe, of which over 1,600 are annually reported. Most of the information is, however, somewhat too technical, as, for example, the research into the migration of waders, terns and swifts.

As far as youngsters are concerned, the Nest Records Scheme makes agreeable reading. Bird-watchers are invited to send in cards giving details of nests and eggs. Over 100 last year referred merely to blackbirds, chaffinches and great tits; of the nests of ravens, carrion crows, grasshopper warblers and whinchats there were fewer than ten.

Officials in charge of the bird observatories, of course, have the greatest fun. At Skokholm last year they ringed their first woodchat shrike. At Spurn Point they ringed a lesser white-throat (one Siberian). At Lundy they ringed nearly 600 sea birds. At the Isle of May the first tree-creeper since 1920 was recorded, and at Fair Isle they ringed a rose-coloured pastor.

Speaking for myself, my bird-watching has been confined to migratory birds practising take-offs and landings near the clubhouse of the Royal St. David's Golf Club at Harlech. In the middle of September one sees thousands of young birds undergoing a rigorous training in anything from section formation to battalion strength. I can well imagine that if one allowed it to interfere with one's golf, bird-watching could be a fascinating study, particularly if one specialised in migratory habits. I always like to think that the starlings which used to join me at breakfast on the balcony of the Mamouniah Hotel at Marrakech had come from England and were on their way south in order to avoid the harshness of winter.

Most of us grown-ups would find it difficult to recognise more than three dozen birds; but this is largely because natural history was regarded as positively unnatural at the normal public school, and anyone who had the moral courage to indulge in it was described derisively as a bug-hunter, irrespective of his actual interest in wild life. To-day all that is changed owing to people like Peter Scott, who earned a chestful of ribbons for courageous action in destroyers and torpedo-boats during World War II, and to-day is regarded as one of the greatest living authorities on bird life, particularly wild duck and other migratory species.

For really advanced students there is the British section of the International Committee for Bird Observation formed in 1922, which correlates all possible data about wild ducks and geese all over Europe. Some of these British birds have been identified as far away as Iceland to the north and the Crimea to the south-east.

Finally, there is the Nature Conservancy established by Royal Charter this year, which gives it wide powers to buy and manage nature reserves. These powers are due to be supplemented under the National Parks and Access to the Countryside Act when it reaches the Statute Book. This will enable it to enter into agreements with landowners, the establishment of nature reserves and to resort to compulsory purchase.

THE NEW COLONY OF GANNETS ON ORTAC ROCK, ALDERNEY: Two gannetries sprang up in the English Channel during the war. The Ortac colony began in 1940 with one nest, which was discovered by a British subaltern of the Alderney garrison. This Ortac colony had increased to 225 pairs by 1949, when visited by Messrs. B. M. Arnold and R. M. Lockley in the yacht "Riduna III." Ortac was described by Mr. Lockley in "The Sphere" of August 20

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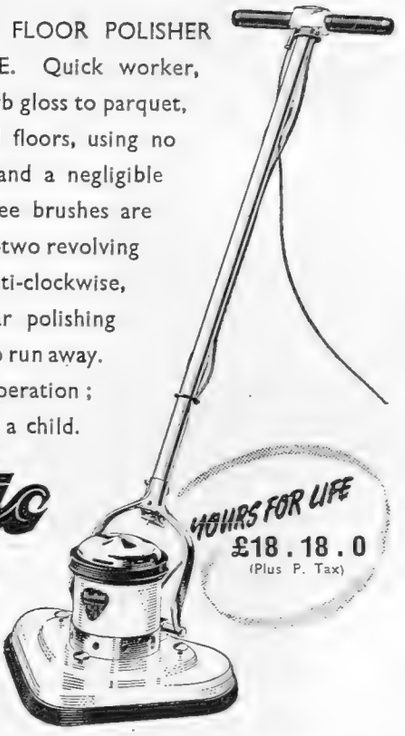

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DICKENS and HIS RESTLESS QUEST

Hesketh Pearson Presents the Great Novelist in All His Demonic Energy

QUITE apart from his writing, Charles Dickens was one of the most interesting characters of his age. He was possessed of well-nigh demonic energy; in the exuberance of his comic genius he was a master of exaggeration; his quarrels, his love-affairs, and his inexhaustible curiosity went to the making of a man who will never fade completely from the world's grateful memory. Hesketh Pearson sums up the great novelist with rare acumen in DICKENS: HIS CHARACTER, COMEDY AND CAREER (Methuen. 18s.), marshalling his facts skilfully and, it would seem, with fairness, and making use, of course, of the information which came to light in 1934, when the authorities of the British Museum opened the box containing the letters written by Dickens to his wife, and which were deposited at the Museum in 1898 by Dickens' younger daughter Kate. Of particular interest is the chapter devoted to the novelist's hectic second tour of the United States, for it throws much light upon his character, his "extraordinary composure" in the midst of an arduous programme of readings, and his unfailing good humour, despite catarrh, sleeplessness and other maladies. During that tour Dickens gave seventy-six readings in twenty weeks; his expenses were about £13,600, and he made a net profit of close on £20,000, but at what a personal cost in health no man could compute. Everywhere he went in the United States the ticket sharks followed him. Speculators offered as much as twenty-six dollars for a two-dollar ticket to attend one of Dickens' readings, and "the moment they discovered where and when readings were to be given they descended on the place, opened offices, and commenced a brisk business." Dickens returned from that tour a rich man, but he could rest neither on his laurels nor his dollars, Mr. Pearson tells us, and he was soon plunging into renewed activity, mostly concerned with the business management of the paper *All the Year Round*. It was at this period that Dickens first thought of adding the murder in *Oliver Twist* to his repertory of readings. He started off with a trial reading in the St. James's Hall before an audience of personal friends, and, after duly fascinating them and striking terror into their hearts, treated them to a supper of oysters and champagne. Mr. Pearson records: "Dickens threw the whole of his genius as an actor into the scenes, never referred to the book at all, did not even trouble to turn the pages, and completely metamorphosed his personality as each character spoke, giving uncannily vivid sketches of the cunning, oleaginous Jew, the bestial, cruel Sikes, the well-meaning, terrified Nancy. There was an almost stupefied silence of half-a-minute as Dickens walked off the platform, and he was prostrate, faint and breathless on his dressing-room couch before the applause had gathered into a storm of cheering." These performances of the murder were plainly hurtful to Dickens, sending his pulse racing, and it is possible that they shortened his life. Death came to him in June 1870. He was prematurely old, weighted with care, and set in sorrow, this man who left behind him stories which will endure while our language lasts. Mr. Pearson has achieved a most complete portrait of one of tirelessly creative mind and excitable temperament, of tragic restlessness, one, above all, who craved a single-hearted and understanding love which he failed to find.

If Hesketh Pearson's *Dickens* is the work of one who has loved the novels of the great Victorian since boyhood, it may be said, also, that Andrew Shirley's new life of John Constable, published under the title of THE RAINBOW (Michael Joseph. 15s.), is also the work of an admirer, but in neither instance, it seems, has affection or hero-worship stood in the path of faithful recording. Mr. Shirley, author of a life of Richard Bonington, Constable's brilliant young contemporary who died at the age of twenty-seven, is a foremost authority on the painting of the eighteenth and nineteenth centuries. He has written the very human story of an attractive and forceful personality, and has shown Constable, first as a rebel against the Italian tradition of the eighteenth century, and, secondly, as an innovator whose work inspired Delacroix and Corot, and touched on the problems which preoccupied the French Impressionists of the '80's. Constable's romance with the lovely dark-haired Maria Bicknell, which brought him thirteen happy and inspired years in the high summer of his life, marked the fullest flowering of his art, and with Maria's death his work ran on in a vein of bitter experiment, with much of the old serenity gone for ever. This is a short biography, powerfully written, well-knit and deeply knowledgeable.

John Gunther, with his flare for fact-finding, now takes us BEHIND EUROPE'S CURTAIN (Hamish Hamilton. 15s.). From Warsaw to Belgrade, from Moscow to Prague, from Zagreb to Budapest, he hustles us across the frontiers, presenting essential facts as he sees them, and correcting not a few popular misconceptions. The chapter on the rebuilding of Warsaw is of vital interest. How Nazi looters deliberately dynamited whole sections of the city, including 24 libraries, 59 churches, 146 hospitals and 335 schools, creating "the most savage ruin ever made by the evil hand of mankind," and how in the post-war years the Poles have implemented the heroic decision to rebuild is a great and moving story. It has given, too, a patriotic focus and an urgent aggressive faith to the workings of the new regime in Poland. Mr. Gunther is at pains to show that Poland is no mere satellite of Russia, and that the ruling amalgam does not 100 per cent. toe the party line as in some countries behind the "Iron Curtain." This is a most valuable book and represents a first-rate piece of reporting

WHERE DICKENS WROTE "NICHOLAS NICKLEBY": Glen Cottage, Petersham, which is to be offered for sale in November together with other properties in Ham and Petersham, formerly owned by the Dysart family. Broadstairs, Twickenham and Petersham were all favourite holiday-places of the great novelist. Glen cottage is also associated with Captain Vancouver

CHRONICLER OF THE "IMMORTAL MEMORY": Mr. James Barke, whose novel of the life and loves of Robert Burns, entitled *The Wonder of All the Gay World* (Collins. 12s. 6d.), is the third in a series of four, which started with *The Wind that Shakes the Barley* and *The Song in the Green Thorn Tree*. The last volume will be *The Crest of the Broken Wave*, and the whole work will be called *Immortal Memory*

THOMAS MANN RECEIVING THE FREEDOM OF THE CITY OF WEIMAR: The distinguished novelist is seen (right) as the scroll was presented to him outside the National Theatre. At the same time he received the Goethe National Prize. Thomas Mann won the Nobel Prize for Literature twenty years ago

When Guy de Maupassant wrote his first novel, *A Woman's Life*, this student of Flaubert was already a master of the short story, having produced such masterpieces as *Boule de Suif* and *La Maison Tellier*. A WOMAN'S LIFE (Hamish Hamilton, The Novel Library. 6s.) was first published in 1882. This harrowing study of the disillusion of a young girl, who sees all her ideals both in marriage and motherhood shattered one by one, has lost none of its power with the passing years, and Maupassant's descriptions of the Norman countryside provide a superb background for the narrative, as great perhaps as anything Flaubert ever achieved.

The mantle of M. R. James, who made the ghost story his special province, would seem to have fallen on William Oliver Stevens, whose UNBIDDEN GUESTS (George Allen and Unwin. 12s. 6d.) is an anthology of "appearances and hauntings" which have been fully authenticated. He retells the celebrated stories of Epworth Rectory (of the ghost that plagued the Wesley family) and Borley Rectory, and many others, just as uncanny and just as baffling. Apart from the entertainment of such events, Mr. Stevens urges that they be not lightly dismissed.

Sigmund Freud, who was born at Freiberg, Moravia, in 1856, and died in Hampstead in 1939, at the age of eighty-three, may, as the pioneer of psycho-analysis, claim to rank with Einstein, in the realm of physics, and Marx, in the realm of politico-economics, as the creator of a powerful and revolutionary idea. Freud left unfinished at his death a book intended to be his summing-up of the theory and technique of mental healing which had been his life's work, and this is now published for the first time in this country under the title of AN OUTLINE OF PSYCHO-ANALYSIS (The Hogarth Press. 8s. 6d.). Being a summing-up, the book takes for granted a certain degree of knowledge of Freudian theory, and it is hardly a text-book for the beginner; but in many ways it is clear-cut and concise, and vastly more readable than many of the long-winded effusions of Freud's rivals. It was this ability to write, indeed, that probably paved the way for Freud's world-wide reputation as an explorer of unknown mental terrain, but whether the sign-posts that Freud set up, as he investigated the deeper recesses of the mind, will put the traveller on the right path is a subject almost as hotly debated to-day as when the Professor of Neurology at the University of Vienna first advanced his theories at the turn of the century in the teeth of opposition from the lay public and religious circles of every denomination. Certain it is that Freud's theorising has permeated world thought in the first half of the twentieth century.

When George Bernard Shaw was thirty-five years old, and enjoying himself hugely as a music critic in the London of the '90's, Cyril Edwin Mytchinson Joad was a baby in long clothes, with no thought of the fifty or so books he was destined to produce in the next half-century. It is from the standpoint of one who was born in the '90's and who advanced to maturity in the years immediately preceding the First World War that C. E. M. Joad has written his sketch, SHAW (Victor Gollancz. 12s. 6d.). Joad shows why certain of his generation as young men admired and even hero-worshipped Shaw, while others—the majority perhaps—derided him as a mountebank, a fool and a licensed jester. He tells us of his early contacts with the great Fabian, and most readers will find these more stimulating than the later chapters which deal rather ponderously with why the author came to reject most of Shaw's philosophy and to turn from his politics. Joad calls his book a sketch, it extends to 240 pages.

Ego 7, *Ego* 8 and *Ego* 9 were the last three volumes in the autobiography of James Agate, covering the years from January 1944 to Agate's death in 1947. Now these last three volumes are contracted into Volume 3 of A SHORTER EGO (Harrap. 9s. 6d.). It might be thought that the public would by now be bored to tears with this marathon series, but such, it seems, is not the case, they find it "maddeningly readable," Here is an entry for February 21, 1946: "On the advice of my increasingly disgusting doctor see a specialist, who asks if I can go to live in South Africa. I say I can't and won't, whereupon he recommends half a teaspoonful of bicarbonate of soda after breakfast."

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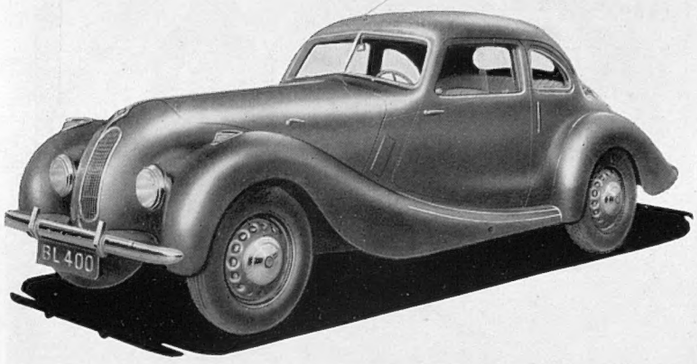

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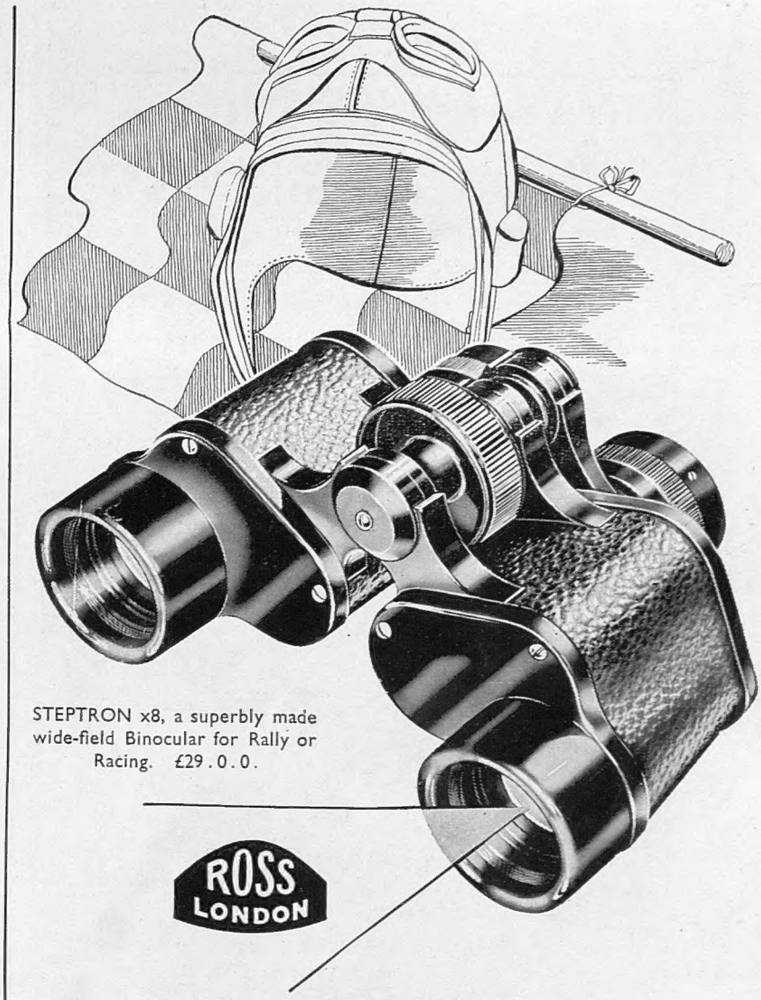

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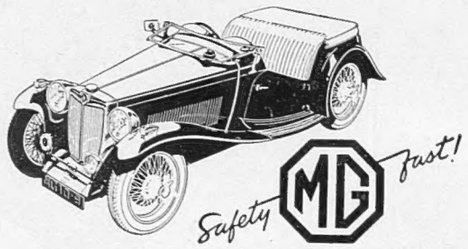

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88

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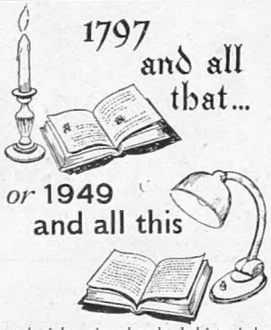

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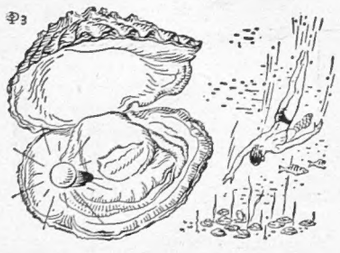

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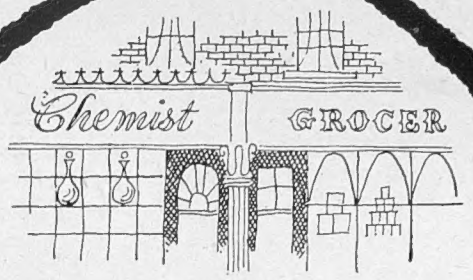

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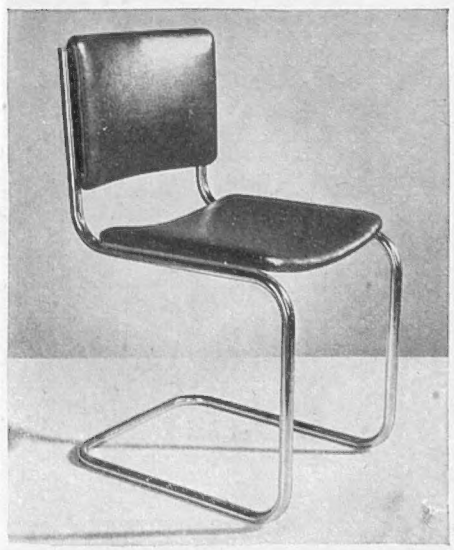

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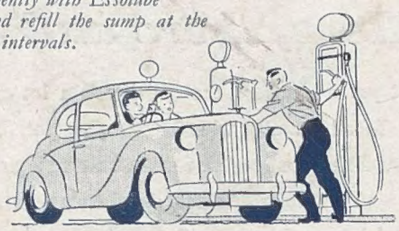

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